

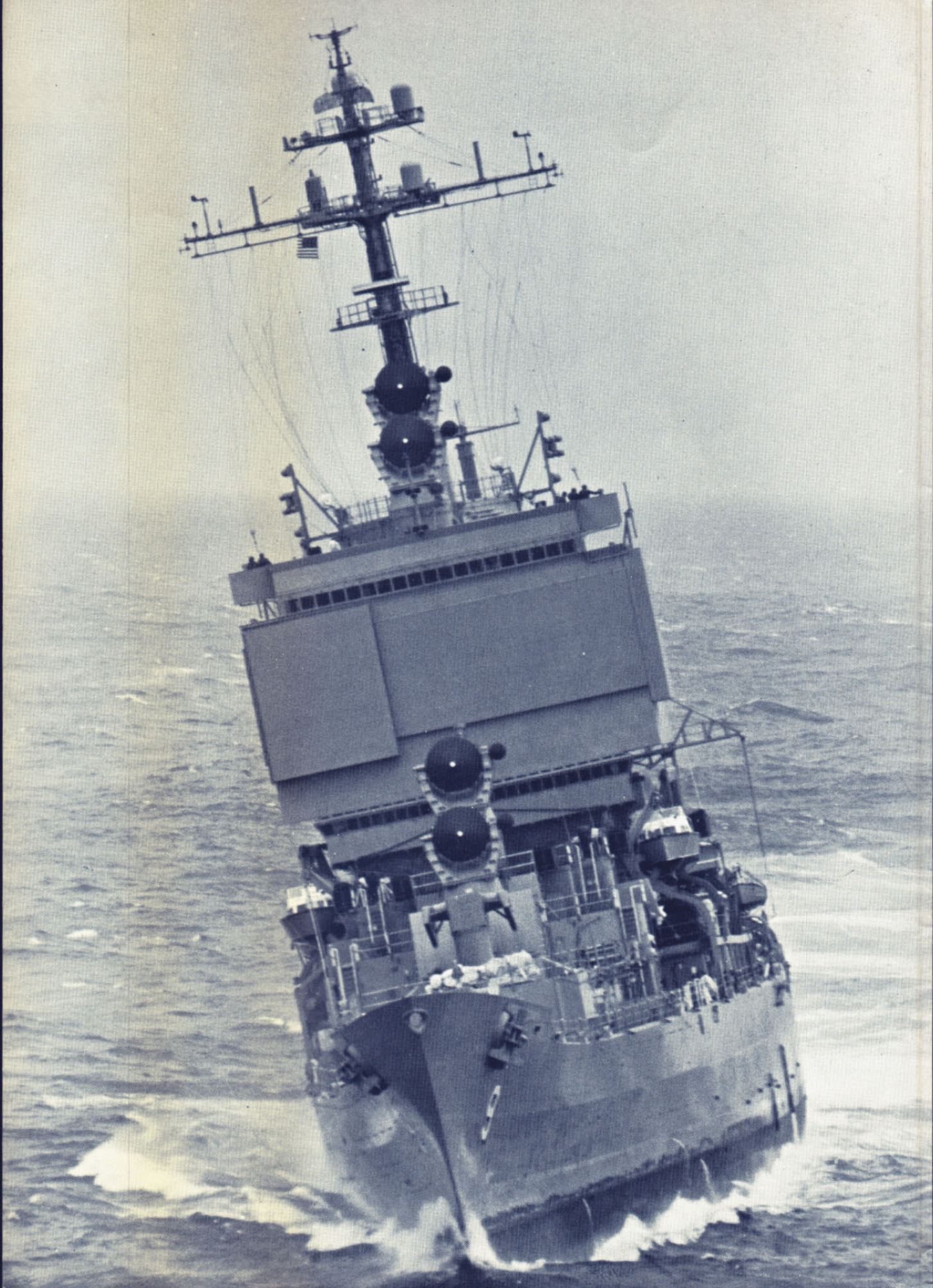
★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
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JUNE 1965





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ALL HANDS

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JUNE 1965

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NUMBER 581

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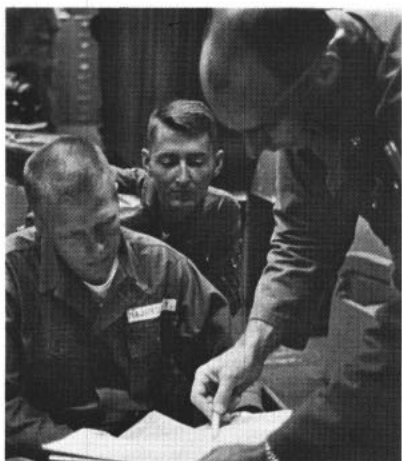
French Crawford Smith, Reserve

• **FRONT COVER:** KEY POSITION—V. R. Courtois, AC1, USN, holds down a very responsible job aboard aircraft carrier USS Shangri La (CVA 38) as he follows a contact in the carrier control approach room during flight operations at sea.

• **AT LEFT:** NUCLEAR POWERED cruiser USS Long Beach (CGN 9) rolls with the waves as she runs into a rough stretch of sea.—Photograph by N. R. Nuttall, PHC, USN.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

Photos on pages 2, 3, 4, 5, 9, and 15 by James F. Falk, PH1, USN



Pilots Check Target Area



LT Majors Listens Intently to Briefing



Pilots Head for Their Planes

'A Plane Is Down'

TASK FORCE 77, the Seventh Fleet carrier striking force, commanded by Rear Admiral E. C. Outlaw, USN, had been ordered to launch another aerial strike against North Vietnam.

On the carrier *USS Coral Sea* (CVA 43), Task Force flagship, Commander H. P. Glindeman, Commander of Carrier Air Group Fifteen, had met with the planning board to schedule the ordnance the planes would carry.

Throughout the night ordnance men worked below decks arming bombs, and then loaded them on planes positioned on the flight deck.

The pilots were assigned their targets and now, in *Coral Sea's* ready rooms, they were receiving last-minute instructions from flight leaders.

One of these pilots was 31-year-old LT William T. Majors, USN. He and other A-4C *Skyhawk* jet pilots of Attack Squadron 153 would be taking part in today's attack on Bac Long Island, deep in the Gulf of Tonkin.

Like the other Seventh Fleet pilots

of Task Force 77, Majors was now putting to use the training he received as a naval aviator. With 3000 pilot hours, he had 350 carrier landings behind him—130 landings on *Coral Sea*.

WHEN WORD COMES to launch a strike, the wheels start turning. Ordnance is armed and loaded, the planes are fueled and checked over, catapult crews get their gear ready, briefings are held for the pilots, and the planes are spotted so there won't be any confusion in launch order.

"The most exciting part is the launch. After 350 launches it still feels like a carnival ride," LT Majors says.

"We go from 0 to 170 knots in less than 200 feet. During that fraction of a second we have no control over the aircraft, and then suddenly we're airborne. There is G force in launching, but not the same as coming out of a dive or sharp turn. The pilot never blacks out during a launch."

THE PLANES have been launched—some for the strike on Bac Long and some to strike other targets in North Vietnam. They have been out two hours and are starting to return with empty bomb racks.

His *Skyhawk* is in the pattern. Now it hits the arresting cable at 125 knots.

"How did it go, sir?" asks the plane captain as he helps the pilot out of the cockpit.

Majors answers quickly, then makes his way, past taxiing jets and plane handlers, to the island structure and then down to Ready Room Four.

While waiting to be debriefed the pilots will re-fly their missions with hands and words as they drink coffee and unwind.

This strike was the fourth for Majors since his squadron's deployment to the Western Pacific in January. On the strike against Dong Hoi, Majors' plane was shot down.

"I HAD DROPPED MY LOAD and was headed for home when I heard a muffled explosion in the engine, just as I reached the coast, and the engine started to unwind (lose RPMs)," he said.

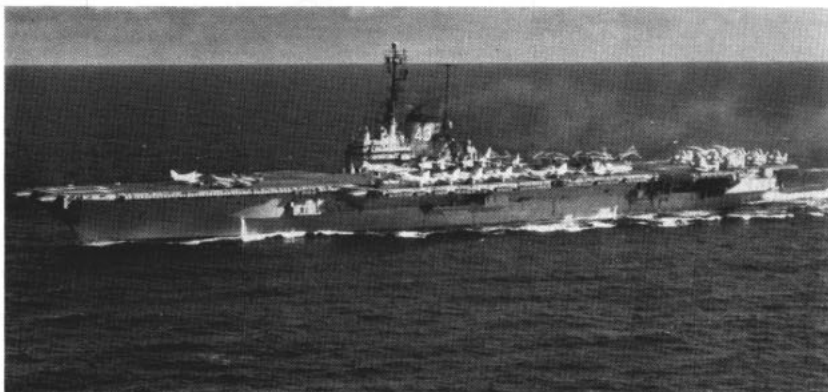
Majors said he must have been shot by small arms fire since he felt nothing hit the plane.

"My first thought was to get as far out to sea as I could," he said. "I tried a couple of restarts, but they didn't take hold."

"I got out four or five miles before I had to eject."

After inflating his life belt, shedding his parachute and dumping

USS Coral Sea (CVA 43) Floating Base for Viet Strikes





Majors and Plane Captain Check Craft

shark repellent in the water, Majors got into his life raft.

"The current was taking me into shore. I sure didn't want to get caught after just dropping a load of bombs, so I paddled like the devil. It wasn't doing much good, but I paddled anyway."

Meanwhile an Air Force seaplane was on its way from Da Nang Air Base to rescue him.

Majors had gotten covered with the red shark repellent while in the water, but he wasn't there long. Twenty minutes later he was aboard an Air Force seaplane and headed back for Da Nang.

When he left the seaplane at Da Nang one of the crewmen saw red stains in his seat.

"They thought I had been hit and told me to undress. I told them I felt fine," he said, "but they were insistent, and just before they started to do the job for me I got out of my flight suit."

Majors said he had never been so

Flight Talk with Fellow Pilot



Plane Captain Secures Majors in Cockpit

embarrassed. "I had on shorts my wife sent to me that have a big red heart on the seat and on this was written 'the world's greatest lover.' Everyone got a good laugh out of that."

By evening Majors was back on *Coral Sea*, but another pilot on the same mission was not so lucky. LCDR Robert H. Schumaker ejected when his Fighter Squadron 154 *Crusader* was forced down. He is now believed to be in the hands of North Vietnamese communists.

AFTER TWO YEARS at college, Majors joined the Navy in August 1954 as an aviation cadet and received his flight training at Pensacola, Florida.

His first duty assignment was with a propeller-driven *Skyraider* squadron based at Naval Air Station Miramar, Calif. He made two Western Pacific carrier deployments with his squadron.

After 18 months as a flight instruc-

Majors Returns, Heads for Ready Room



Skyhawk is Readied on Cat

tor at Pensacola, where he had some "pretty close calls" in teaching formation flying, Majors spent two years at the Navy Postgraduate School at Monterey, Calif., where he received his bachelor of science degree.

In September 1963, he was assigned to Attack Squadron 153, homebased at NAS Lemoore, Calif. His wife and their three sons, 6 weeks, 6 and 8 years old, live at Lemoore now.

Like most naval officers Majors holds more than one job. In addition to being a pilot, he is the squadron maintenance officer and in charge of the department's 110 men.

"There is nothing I can compare carrier duty to," said Majors. "We are like a big team. Each department has its task and each man in the department plays a part."

These men have spent years in preparing for missions such as the one described above. But their training continues with each strike.

—James F. Falk, PH1, USN

Cat Officer Signals Launch



Joint Training in



HELLO THERE—A rifle company CP contacts forward position. Below: Assault boats move inland via river.



THE AGGRESSORS were on the run. Enemy shipping had been halted by units of the U. S. Seventh Fleet and Royal Thailand Fleets. In addition the unit's antisubmarine forces had squelched the threat of an enemy submarine attack.

Mine Flotilla One had swept channels in the Gulf of Siam near southern Thailand for amphibious ships to enter and discharge Battalion Landing Teams from the U. S. Third Marine Division and the Royal Thai Marine Corps, together equaling 3000 troops.

Underwater demolition teams had reconnoitered the landing beaches and reported them safe for assault.

This military action took place during Exercise Jungle Drum III but, to 5000 inhabitants of Thailand's Pattanni province watching the amphibious landings, it might have seemed like the real thing.

Jungle Drum III was jointly conducted by Thai and U. S. naval forces as an exercise in amphibious operations, with RADM Edwin S. Miller, USN, in command and RADM Satap Keyanon of the Royal Thai Navy as Deputy Commander. The guided missile cruiser *uss Canberra* (CAG 2) acted as flagship for the exercise.

Thirty-nine Royal Thai and U. S. Navy ships manned by nearly 10,000 sailors and marines took part in this

bilateral training exercise. Besides troopships and minesweepers there were cargo ships, replenishment ships, submarines, destroyers and cruisers.

Exercise Jungle Drum III was closely coordinated with a major Thai counterinsurgency exercise running throughout most of the country. The exercise envisioned insurgent forces supported by a hypothetical aggressor nation.

The Royal Thai armed forces had neutralized the insurgents, except in southern Thailand where an organized aggressor force was engaged. To dislodge and destroy this aggressor force Thailand asked the United States to cooperate.

The landing force was commanded by Col W. M. Graham, Jr., and officers from both the United States Marines and the Royal Thai Marine corps. Thailand's prime minister, Field Marshall Thanom Kittikachorn, was on hand to watch the beach assault phase with ADM Siri Krachangnetara, Commander-in-Chief Royal Thai Fleet; VADM Paul P. Blackburn, Jr., Commander U. S. Seventh Fleet; and nearly 100 other senior Thai and U. S. officers. There were also observers from various military attaches in Bangkok.

Before the landing, the beaches were softened up by simulated long range shore bombardment from de-

THE HUNTERS—Royal Thai marines move out to find enemy. Rt: First wave of troops hit the beach under 'fire.'



Thailand

stroyers and cruisers. Then came close air support by First Marine Aircraft Wing pilots operating out of Don Muang airport located near Bangkok.

As the first wave of landing craft approached the "aggressors" (Marines who had dug in on the beach to play the enemy role) opened fire. Then they quickly fell back as the amphibious tractors rolled up on White and Red Beaches and, by the time the fourth wave landed its troops, the "aggressors" were deep in the jungle.

The beach was secured. Headquarters companies were set up and the beachmaster set to work laying steel mesh roads in the sand for heavy equipment as the Thai and U. S. Marines headed into the jungle after the enemy.

Now began the job of seeking out the insurgents and destroying them. According to plan this would be done during the remaining four days of the exercise.

Jungle Drum III was larger in scope and scale than Jungle Drum II, held in 1963, but the objective was the same—to train Thai and U. S. forces in planning and executing combined amphibious operations while affording an opportunity to develop close working relations and understanding.

—James F. Falk, PH1, USN



JUNGLE DRUMS III—Thailand and U.S. units participate in amphibious assault exercise to rout simulated aggressor.





'GATOR NAVYMEN show their modern power during Exercise Steel Pike I, held off coast of Spain during 1964.

A Look at the Gator Navy

IT MAY be stretching a point only a little to say the Trojan War provided the first recorded amphibious landing. Many of the basic principles used today were used then. Consider the Trojan horse as the amphibious vehicle and the city of Troy as the beachhead. Legend or not, the idea worked and Troy was conquered.

There were many other amphibious landings between then and the day the U. S. Amphibious Force Atlantic Fleet was established in 1942.

Julius Caesar, in 56 BC, landed two Roman legions north of the Thames River to begin his conquest of southern England.

William the Conqueror again made England the scene of a waterborne invasion when he landed his forces at Pevensey in 1066. He defeated

Harold, the Saxon King, at Hastings and founded a new royal line.

Some 600 years before World War II landings, the English invaded France by landing at Normandy.

From 1776, when the 13 colonies declared their independence, until 1941, American Navymen and Marines made some 180 amphibious landings. One of these, the amphibious landing at Vera Cruz during the Mexican War, was a model for future amphibious operations.

THE PREMIERE of modern amphibious warfare came with World War I, but was something less than a success. The British in their 1915 Dardanelles Campaign made an assault landing on a hostile shore. The operation, had it been executed with

more care, might have been a success. Instead it was a bloody failure.

During the 30's, the Navy and Marine Corps conducted amphibious exercises in the Caribbean area. As a result, a manual on landing operations, issued to the Fleet in 1938, laid down organization and doctrine of amphibious warfare on such sound lines that it could be followed, with amplification, during World War II.

But, when the U. S. entered the war, that's just about all that amphibious warfare consisted of. The problem was assigned to the Atlantic Service Force as additional duty.

However, it wasn't long before it became evident that, to support the allies and win the war, ground forces would have to be put ashore on open, hostile beaches.

OPERATION TORCH landing craft had to be pulled ashore. *Rt:* Today's LSDs are built for fast amphibious landings.



ALL HANDS

On 20 Feb 1942, an admiral and eight other officers received a message. "Create an amphibious force," it said. Their orders were simple, with little elaboration; actually, there wasn't much on which to elaborate. Transports were given and taken away. The Marines, which made up the land striking force, were shipped off to the Pacific and Army troops were used to fill the gap.

Yet it was from this meager beginning the Amphibious Force Atlantic Fleet was born. And at age eight months it made its first battle cry—Operation Torch, the landing on North African beaches.

ALTHOUGH the flotilla that headed from Hampton Roads on 23 Oct 1942 was under naval control, it wasn't made up entirely of Navy ships and men. True, there were some new cruisers and destroyers, but there were merchant ships so recently converted to fighting ships that their holds still smelled of coffee, flour and machinery.

Two major ships were manned by Coast Guardsmen—an instance not unusual during time of war. But a smaller ship didn't even have a military crew. The coastal fruit carrier *ss Contessa* was manned by volunteer merchant seamen who had been residents of the Norfolk city jail. By the time *Contessa* was ready to sail, the convoy already was three days out and steaming at 12 knots. Nevertheless the nine-knot *Contessa* and her crew voluntarily steamed unescorted to North Africa and arrived in time for the invasion.

There was no trained landing force as such. Many of the invasion leaders had no knowledge of the mission until a few weeks before it was launched. Since German U-boats ruled out ocean-facing beaches with the more realistic surf conditions, the little training that was available had

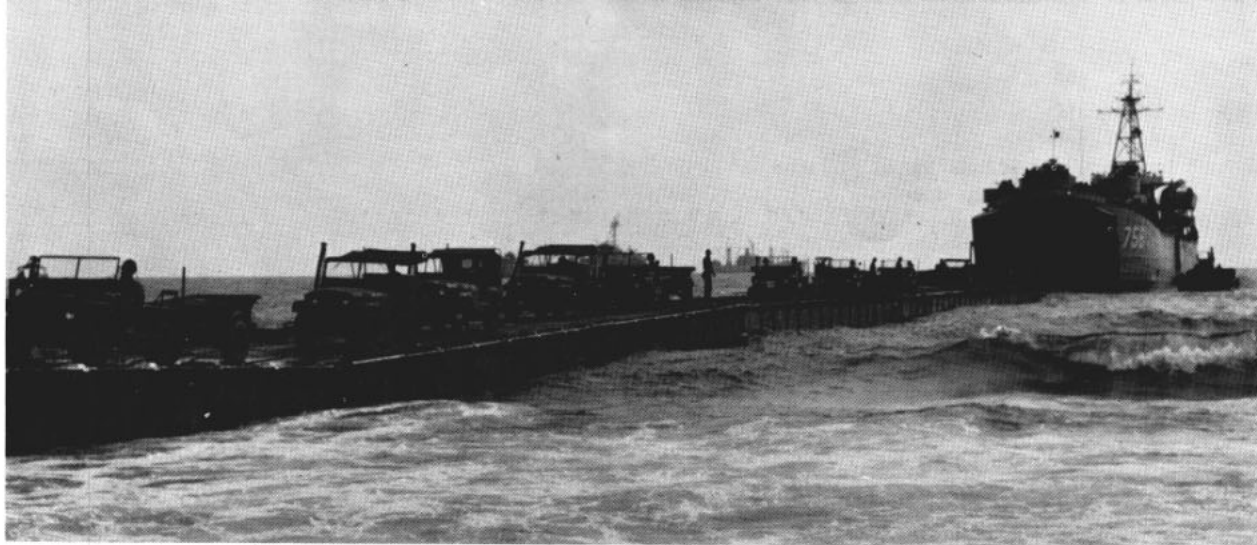


MARINES STORM ashore from landing craft during amphibious assault exercise. Below: Navy LCM rests on beach as tank is unloaded during assault.



ASSAULT ship *USS Boxer* (LPH 4) is designed to land personnel via helicopter in "vertical" envelopment role.





TANK LANDING ship puts support vehicles and equipment ashore by use of pontoon causeway leading to the beach.

been conducted in calm waters.

Most soldiers going ashore had never made an amphibious assault, even in training. Some assault boat coxwains were recruited from the ranks of lobster fishermen and crabbers, the only men available who had experience in handling small craft. Others had no previous experience.

There were no amphibious ships because none had yet been built. They all came later and were specifically designed for amphibious warfare—the tank landing ship (LST), dock landing ship (LSD), utility landing craft (LCU), attack transport (APA) and attack cargo ship (AKA) to meet Navy needs.

TROOPS SWARM down debarking net to landing craft which will put them ashore for amphibious assault.



Converted tankers and merchant ships were used; a cruiser served as the amphibious command ship. In short, Operation Torch was conducted with hardly anything that is involved in an amphibious operation today—except determination.

Yet Operation Torch took place when and where planned. On 8 Nov 1942, the Army troops landed on the beaches and, within the week, were pushing inland.

New ships and doctrines were put to the test as soon as they were developed. The LST was designed to do just what seamen had been using their skills to avoid since man went to sea—run aground. The LSDs were made for landing craft which, though too small to go it alone, were too big to be hoisted easily onto a ship.

Before the North African landing, it was known that a cruiser was not suitable as a command ship. The Bureau of Ships had worked on the AGC for some time, but none were ready in November 1942. The cruiser *uss Augusta* (CA 31) was the next best and was chosen for the assignment. The submarine *uss Gunnel* (SS 253) served as beacon ship for Operation Torch.

AND IT WAS the commanding officer of this sub who, 23 years later, would direct the biggest peacetime amphibious operation in history—Steel Pike I. Vice Admiral John S. McCain Jr., now Commander Atlantic Fleet Amphibious Force, was happy to note considerable difference between Torch and this U. S.-Spanish Steel Pike I.

Navy amphibious landing craft, loaded with U. S. and Spanish Marines, hit the beach on the southern coast of Spain near Huelva. Floating causeways, which reached

the beach from a quarter-mile at sea, were used so that men and materials could be moved ashore in record time.

While landing craft churned shoreward with more men and supplies, *uss Okinawa* (LPH 3), *Boxer* (LPH 4) and *Guadalcanal* (LPH 7) were launching 100 helicopters which carried 3000 Marines to positions behind beach defenses in a demonstration of Navy-Marine vertical envelopment.

The antisubmarine support carrier *uss Lake Champlain* (CVS 39) and a squadron of destroyers furnished antisubmarine protection for the task force.

The personnel and heavy equipment of two amphibious squadrons—one normally deployed in the Med, and the other in the Caribbean—were transported to the exercise area in three merchant marine vessels and seven Military Sea Transportation Service ships.

During the exercise, Marines demonstrated their method of landing jet aircraft on an airstrip of less than 4000 feet. The method is called SATS (Short Airfield for Tactical Support). In principle, it is an aircraft carrier deck moved ashore complete with arresting equipment.

About 80 ships and 60,000 men took part in the amphibious exercise which lasted five days.

Amphibious warfare, though it has developed rapidly during its 23 years, still has quite a way to go. Current plans call for an amphibious force that, by 1972, will travel 20 knots. There are three LPHs, ten LPDs, one LST and one AGC now on the builders' ways. Blueprints have been drawn for others.

—Jere B. Sellars, JO2, USN



OVER HE GOES—Oscar is thrown over the side, 'Man Overboard,' is sounded and the crew rush to their stations.

Oscar Overboard!

IT'S A ROUGH ordeal for poor Oscar, but so far he has managed to survive every man overboard drill on USS *Oklahoma City* (CLG 5). His predicament begins when someone decides it's time to test the crew's lifesaving abilities. Oscar then experiences the most unpleasant fate that could befall any self-respecting seadog—from the bow of the cruising cruiser he unceremoniously topples over the side.

"Man overboard, port side," cries out an eagle-eyed seaman on the fo'c'sle. Life rings fly from the ship, short blasts blare from the ship's whistle and men race to their stations

to muster or help with the rescue.

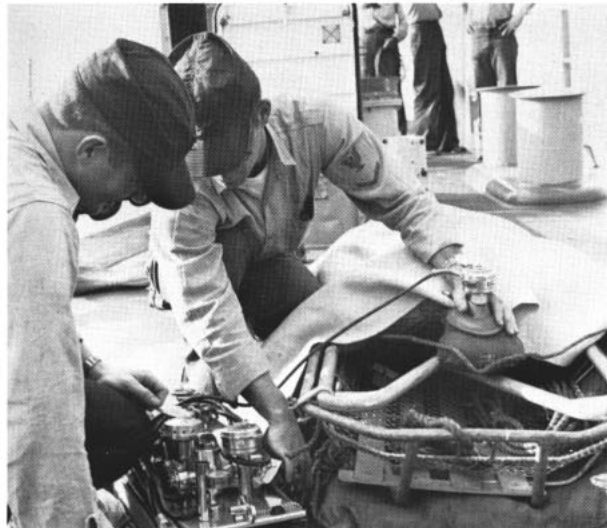
"Hard left rudder" orders the OOD, and the 15,000-ton guided missile ship swings to port as a signalman hoists the yellow and red Oscar flag. Lifeboats are manned and readied for lowering while muster reports are phoned to the bridge. All hands present.

All except Oscar the dummy, that is—but he too will be back safely on board after being snagged with a grappling hook. Life rings will be retrieved and the crew will resume ship's routine until the next drill—or the real thing.

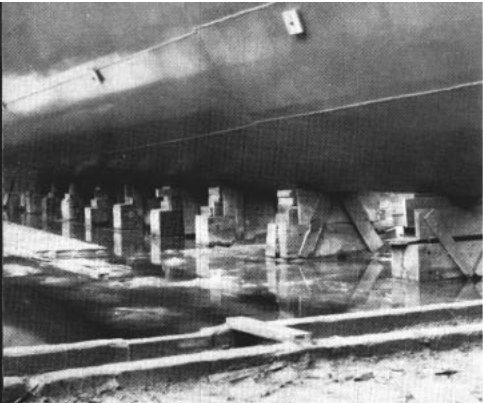
—Photos by James F. Falk, PH1, USN



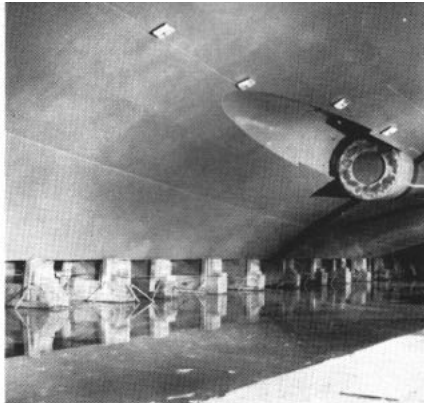
THE RESCUE—Crew recovers Oscar.



DRILL—Hospital corpsmen practice administering resuscitation. Left: Oscar is returned to the fo'c'sle.



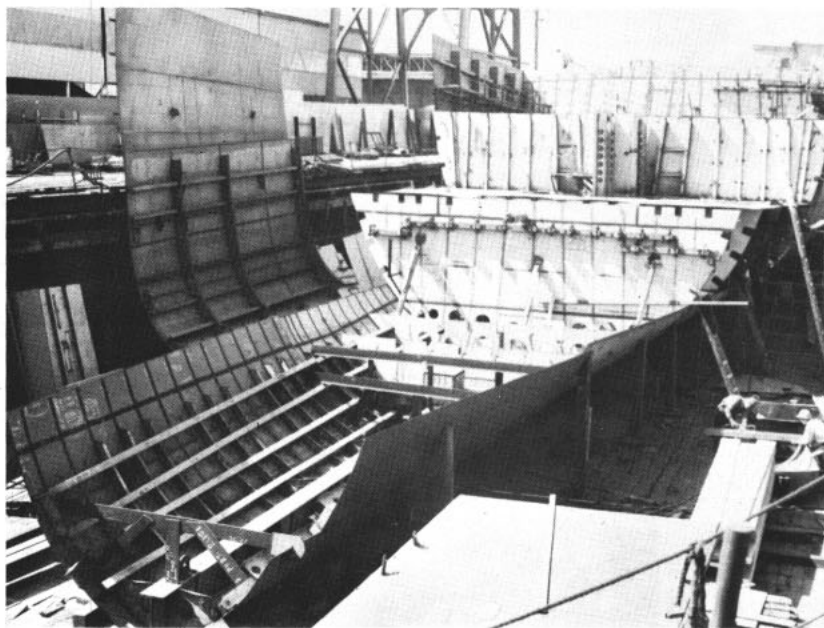
(1) Hull of Stoddert from dock floor



(2) Bottom rests on keel blocks

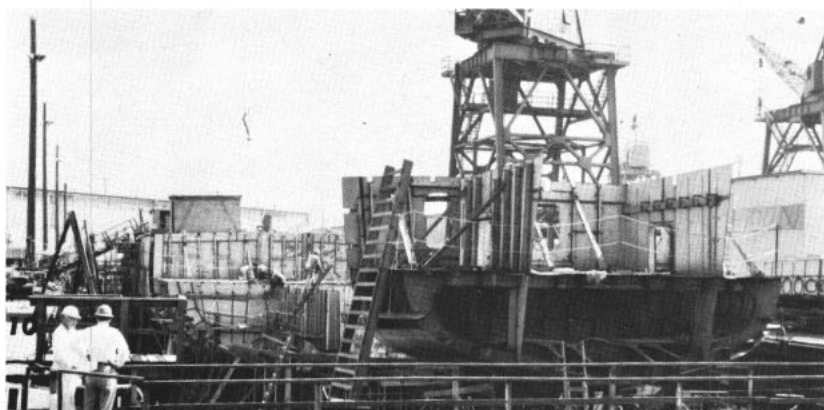


(3) Crane lowers section of bottom



(4) Beginning of ship's bow

(5) Stoddert looking forward from stern



At times we take too much for granted. For some months, *ALL HANDS* has been reporting in its columns the construction, launching and commissioning of new ships and modification of older ones. Usually we confine ourselves to the bare statistical data—pertinent dates, dimensions and armament.

Here is a more detailed story of the work and planning that goes into the construction of one ship, in this case USS Benjamin Stoddert (DDG 22). In the December 1964 issue of *ALL HANDS*, we mentioned briefly that, in company with her sister ship USS Waddell (DDG 24), Stoddert was launched in Seattle. The story of Stoddert is characteristic of most

BIRTH

Navy ships, from minesweepers to the most recent aircraft carrier, USS America (CVA 66).

A MODERN SHIP begins its life just like any multi-million dollar construction job, many months before the first pieces of steel join one another to begin to form the hull. Navy planners must look far into the future to decide what features must be included in forthcoming ships and what ships must exist to carry out the Navy's mission.

Often the result will be an entire generation or class of ships, constructed from the same basic plan. This was the case with the *Charles F. Adams* (DDG 2) class of guided missile destroyers. This now consists of 23 members of which *Stoddert* is one of the most recent.

In such a family of ships, each individual can be said to date its conception from the moment of authorization of funds. Plans and specifications have been previously settled upon from the time the class leader was authorized and, by this time, the latter ships have benefited by the experience of their predecessors.

Following authorization, plans are supplied to competing shipyards for the formulation of bids. It's difficult to realize the true magnitude of the organizational task confronting the successful bidder.

He must deal with a mountain of detailed plans and specifications—a plan or blueprint for every system

aboard ship, such as electrical wiring, fresh water piping, fire-fighting water piping, air ducting and air-conditioning, steam flow in the engineering plant, and countless others. There are blueprints for the layout of compartments and deck fittings, sanitary drains, communications, antennas, and the placement of doorknobs.

The documents required for the construction of a modern warship would easily fill the wardroom to overflowing.

The builder's job is complicated by the necessity for including many improvements developed by earlier ships in the class or considered essential by the Navy in the light of more recent knowledge, more advanced



(6) Ship begins to take shape

OF A DESTROYER

technology or to meet a specific need.

THUS, by the time the last ship in a class is built, it may be significantly different from the class leader, retaining the basic design, but altered perhaps in main armament, propulsion machinery, arrangement of superstructure or layout of compartments.

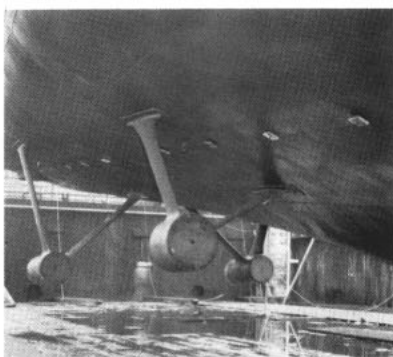
After he has thoroughly absorbed the details of the ship he is to build, the contractor decides whether to form the hull in a drydock or on building ways. The latter method is generally preferred because drydock construction ties up the drydock until the ship is ready for launching—about a year for a DDG—and denies its use for ship repair.

With the construction site chosen and the first structural parts of the ship arriving from the shops, the keel is laid in position on the keel blocks (Photos 1 and 2) which will support the weight of the ship until it is launched. The keel is a gigantic I-beam running almost the entire length of the ship, giving it its basic strength fore and aft. Photo 1 shows the hull of *Stoddert*. The square attachments on the hull are zinc plates used to combat corrosion of the hull during the fitting-out period.

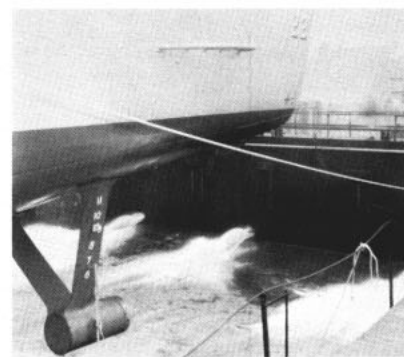
Photo 2 also shows the bottom of the ship taken from the floor of the dock looking forward. The weight of the entire ship is resting on the wooden keel blocks underneath the ship. The attachment on the bottom



(7) and (8) Ship's sponsor receives and breaks champagne



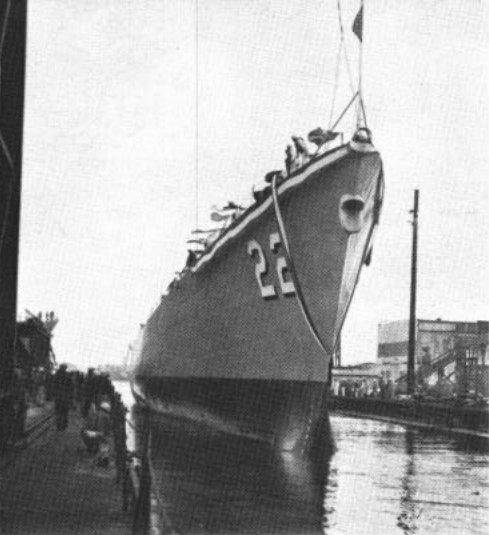
(9) Looking aft from drydock floor



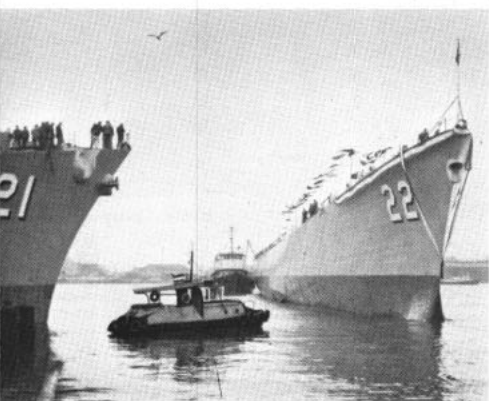
(10) Drydock flooded down for launching

(11) Hull is floated out





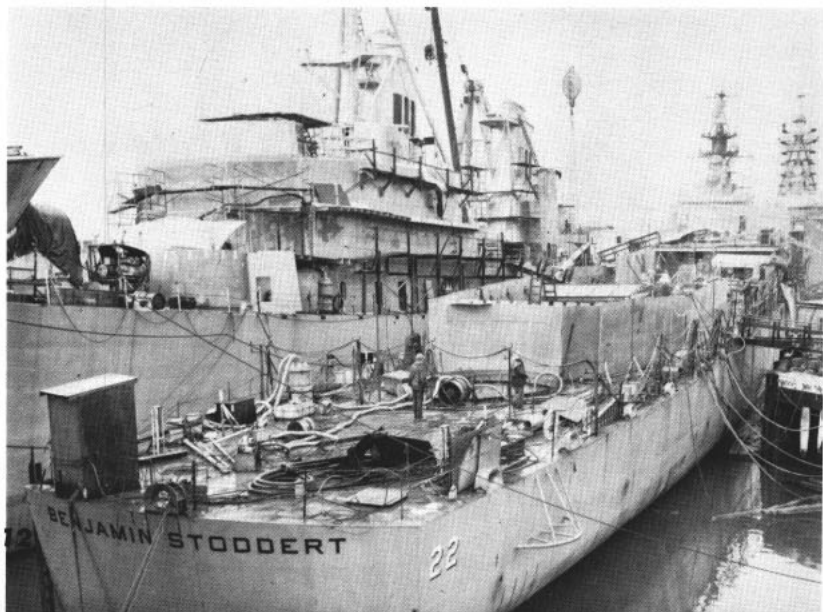
(12) Launching time



(13) and (14) Towed to fitting out pier



(15) Stoddert at fitting out pier



of the ship in the right hand middle of the photograph is the sealing gland through which the propeller shaft protrudes.

Photos 3 and 4 show the keel, plus the first side hull pieces. These pictures give an insight into modern ship construction practices, emphasizing the use of prefabricated sections of hull, welded together in the shops, rather than metal plates riveted to ribs rising from the keel, as used before World War II. The new construction techniques result in more rapid construction and a stronger and more seaworthy ship.

Photo 3 shows a crane lowering a section of the bottom. In the very center of these sections running from the sign toward DLG 21, is the keel. The beams on either side of the keel and parallel to it are the longitudinal frames.

Photo 4 shows the beginnings of the bow. Exactly in the bottom of the V in the lower left hand corner of the photograph is the keel.

Photos 5 and 6 indicate how the prefabricated sections are assembled at the drydock and fitted into place in the hull. Number 5 shows a view of Stoddert looking forward from the stern. The section method of construction is very evident here as seen in the prominent after section.

STODDERT is beginning to take shape in Number 6. In the foreground is the bow section resting upside down. In the background are Cochran (DDG 21) and Goldsborough (DDG 20), sister ships of Stoddert. You will note how Cochran has no superstructure and Goldsborough is just beginning to receive hers.

Hull construction usually requires from six months to a year, depending upon the type of ship. Benjamin Stoddert's hull was ready for launching in seven months. No launching is complete without ceremonies and the traditional breaking of the bottle of champagne over the bow. Photos 7 and 8 show Mrs. Henry Ravenel, the great-granddaughter of Benjamin Stoddert, and the ship's sponsor, as she receives the bottle of champagne and breaks it over the bow.

The building yard usually launches the hull and moves it to the fitting-out pier as soon as possible in order to free the drydock or building ways for use by another ship. Photo 9 is a view looking aft from the floor of the drydock. The bulkhead directly in front is the drydock caisson for allowing the dock to flood. The devices coming off the hull are struts used for the support of the propeller shaft.

Photo 10 shows the drydock being flooded down for launching. The water is admitted by floodgates in the dock caisson.

Photos 11 and 12 show Stoddert, after being floated out of dry dock, being towed to the fitting-out pier for work on her superstructure.

In Photos 13 and 14 Stoddert is being towed from launching to fitting-out pier.

WHILE THE HULL was in construction the subcontractors were busy supplying the assemblies requiring specialized work. Coordination at this stage is essential to avoid installing one component in the way of another. Twenty-one months of work on Stoddert were required at the fitting-out pier to ready the ship for tests and trials. Figures 15 through 17 show the progress of this phase of construction.

In Numbers 15 and 16, Stoddert is lying alongside the fitting-out pier after launching, and the superstructure is beginning to go up. Compare Stoddert with Cochran (DDG 21), lying outboard, which has been in the water several months longer. The main parts of the superstructure are completed and the workmen are beginning to get to the smaller details.

Photo 17 shows *Stoddert* with almost all the superstructure completed. The missile launcher is just being installed and still has its protective housing. Hoses and electrical cables still form a maze covering the ship.

DURING THIS PERIOD another essential component of the ship is being readied—the crew. The Bureau of Naval Personnel takes pains to select carefully the crews of all new ships to provide a broad base of experience in all fields and to reduce the number of personnel problems to a minimum during the crucial first year of the ship's commissioned service.

The qualities of the commanding officer are, of course, of extreme importance. He attends specialized schools necessary to prepare him for command of his new ship.

The department heads and senior petty officers, similarly carefully chosen and, in many cases, trained, are ordered to join the commanding officer at the building yard about six months before completion of the ship to permit them to obtain detailed firsthand knowledge of their ship and jobs.

Meanwhile, the executive officer, division officers and remainder of the crew are assembled at a naval training center to undergo general training and team training and to begin to form the all-important crew identity. Here, seamanship, damage control, fire fighting, first aid, small arms, telephone talking and a host of other subjects are taught to the new crew members, as shown in Photos 18 and 19.

Number 18 shows members of the precommissioning detail learning the correct way to tail a line, and in Figure 19, they are receiving the fine points of refueling at set.

The two segments of the ship's crew are brought together at the building shipyard (Photo 20) at the completion of construction of the *Stoddert*.

BUT BEFORE the crew can take over, the builder must demonstrate to the Navy that the ship will perform according to specifications. To this end, the yard schedules two trials or test periods.

During the first, the shipyard demonstrates the ship's design features to its own men, noting those particulars in which the ship apparently does not measure up to standards, and scheduling corrective work.



(16) Work begins on superstructure



(17) Ship begins to shape up

(18) Precommissioning detail practices seamanship





(20) Precommissioning crew boards plane



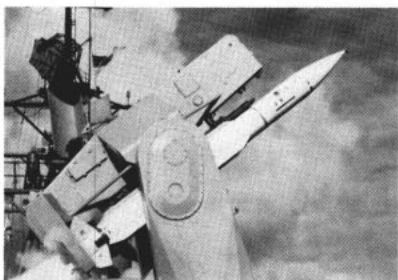
(19) Refresher on refueling



(21) SecNav Nitze at commissioning



(22) Crew boards Stoddert



(23) Stoddert has Tartar missiles

The second trial requires demonstrations to Navy inspectors and, if all goes well, results in conditional acceptance of the ship by the government. At this time, the ship is delivered to the Navy and the crew moves aboard, awaiting only commissioning to become a recognized Navy ship.

The commissioning ceremony marks the entry of the ship onto the Navy's active rolls and the assumption of command by the captain. Commander Walter M. Meginniss, USN, assumed command of *Benjamin Stoddert* on 12 Sept 1964, just three weeks after delivery and 27 months after the keel was laid. Figures 21 and 22 show the commissioning ceremony at which the Honorable Paul H. Nitze, Secretary of the Navy, was guest speaker.

Photo 21 shows SecNav Nitze delivering the commissioning remarks; Number 22 shows the crew of the now United States Ship *Benjamin Stoddert* (DDG 22) manning the ship after the commissioning ceremony.

THE COMMISSIONING does not mark full readiness of the new ship to join the Fleet. Several months of specialized tests are required to determine if the ship meets all the requirements for final unconditional acceptance from the contractor. Preceding this, however, the ship enters a naval shipyard for naval fitting-out,

including the installation of additional equipment and the performance of various tests. *Stoddert's* fitting-out was done at the Puget Sound Naval Shipyard in Bremerton, during a 45-day period.

Guided missile destroyers are equipped with the latest and most sophisticated weapons systems in the Navy today. Each must be exercised under controlled conditions before the ship is known to be ready for final acceptance. Special test sites for each system are provided to test them under controlled conditions and determine if they meet design specifications. Photo 23 shows a *Tartar* guided missile blasting off from a single-arm launcher.

At the conclusion of the test series the ship undergoes the final acceptance trials, at which all previously noted discrepancies are examined and the Navy decides whether the ship can be accepted unconditionally or if exceptions must be specified. The final trials usually occur near the end of the contractor's guarantee period and are followed by a second period in a naval shipyard to correct discrepancies and bring the shipyard installations up to date. The last Photo, Number 24, shows *Stoddert* heading to sea for trials.

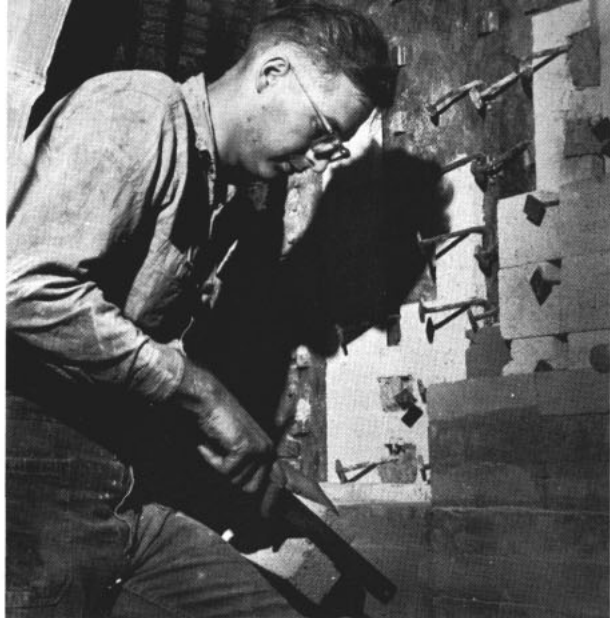
During the trials the crew has been learning the ship under ideal training conditions, exercising every mode of every piece of equipment on board, but still not in a battle environment.

The final training of the crew is performed by the Fleet Training Group in shakedown training, where all the lessons of the previous months must be demonstrated under realistically simulated combat conditions.

It is here that the crew-ship team is tested as a unit. Upon final graduation, the new ship is ready, in every sense of the phrase, to join the Fleet.

(24) USS Stoddert (DDG 22) heads to sea





LOADED AGAIN—

Boilermakers

T IRED BRICKS can cause "tired blood" in a fighting ship's boiler heart, so the boiler crew must re-brick to get the ship back in top condition.

Such was the case aboard USS *Oklahoma City* (CLG 5) when bricks in one of the cruiser's four boilers deteriorated. The ship could operate on three boilers but four were needed for maximum speed and efficiency.

The entire process took nearly 500 man hours. Old brick had to be removed from the boiler's sides and floor. Insulating blocks were then cut and set in place, held by anchor strips. A layer of insulating brick followed, and, finally, the fire brick.

Two crews worked around the clock during a short inport period to finish the job normally done in a shipyard. When they were done, the boiler was again ready to burn black oil at temperatures exceeding 3000 degrees Fahrenheit.

Under normal conditions, the bricks will last about five years.

Clockwise, from top left: (1) Insulator brick is hand cut to fit against anchor bolts. (2) Laying fire brick at expansion joint. (3) Masonry saw is used for cutting fire brick. (4) Blueprints are checked. (5) Three layers of bricking (insulator block, insulator brick and fire brick) are used for job.





LOOK OUT BELOW—New escorts scheduled for Fleet will have latest improvements in electronics design.

Her armament will consist of one 5-inch gun.

Two *combat stores ships* (AFSs) are included in the program. They will deliver refrigerated stores, dry provisions, technical spare parts and general store type material to the Fleet at sea. Each ship will be 581 feet long, 79 feet wide and will displace 16,500 tons fully loaded. As armament they will have four 3-inch twin gun mounts.

The two *replenishment fleet tankers* (AORs) will provide petroleum products, ammunition, and other provisions to the operating

New Ships on the

WANTED: SHIPS. And that is just what the Navy is getting under the current annual Shipbuilding and Conversion Program.

A total of 55 ships will join the Fleet from various Navy and private shipyards throughout the country—48 have yet to be built while seven are scheduled for conversion.

Here's a brief look at the different types that will, before long, be in the Navy:

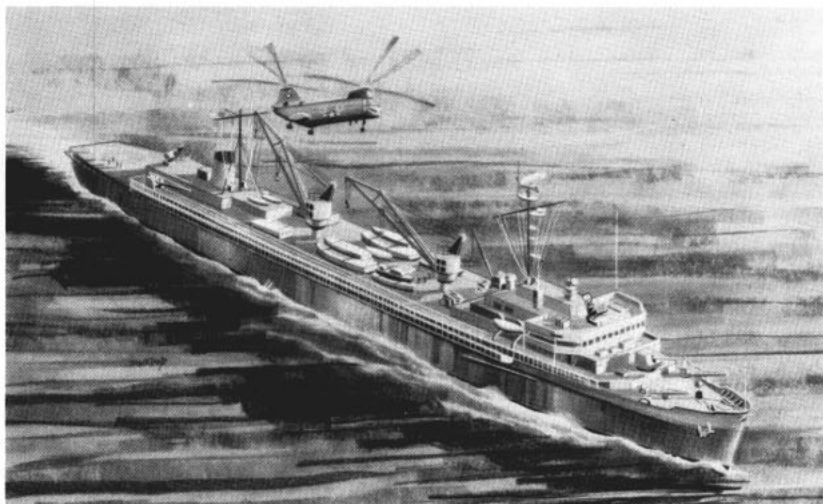
Sixteen *escort ships* (DE) will be especially designed for locating and destroying submarines. Each will have the most advanced antisubmarine warfare detection devices and weapons available, such as antisub-

marine rockets (*Asroc*), drone anti-submarine helicopter (*Dash*), ASW torpedoes, and one 5-inch gun.

As part of a new design, the ships will incorporate the improvements which the Bureau of Ships recommended through its Coordinated Ship Electronics Design and Work Study Programs. Each ship will be 438 feet long, 47 feet wide and will have a full load displacement of 4100 tons.

A *destroyer tender* (AD) will furnish repair and support facilities to destroyer type ships, including guided missile destroyers and frigates. Her length will be 643 feet, she'll have an 85-foot width and will displace 21,600 tons fully loaded.

FOR THE DD'S—New destroyer tender under construction will be specialized to take care of new types, as well as the old, including their missile systems.



forces while underway. They will have four 3-inch guns, a length of 675 feet, a width of 96 feet and will displace 40,000 tons fully loaded.

WITH THEIR NEW design, the four *attack cargo ships* (AKAs) in this program will combine maximum cargo lift capabilities with the greatest speed attainable in this type of hull. In addition to a helicopter landing platform, these ships will carry combat cargo, troops and landing craft. Each will be 580 feet long, 82 feet wide and will displace 20,700 tons fully loaded. For armament, they will have four 3-inch twin guns.

Two *amphibious transport dock ships* (LPDs) will be built. They are similar to those in the 1964 program. They will carry landing craft, transport helicopters and combat troops and their equipment. Designed to operate with amphibious assault ships, they will supply heavier pieces of combat equipment needed by the troops who have landed on the beach from other ships. Each new LPD will be 562 feet long, 82 feet wide and displace 16,900 tons fully loaded. Each will have four 3-inch twin gun mounts.

A *dock landing ship* (LSD) is also on the current listing. It will transport and launch loaded amphibious craft and vehicles, with their crews, for amphibious assaults. In addition, it will give limited docking and repair service to smaller ships and craft. With its 555-foot length and 84-foot width, the ship will displace

13,650 tons fully loaded. Its armament includes four 3-inch twin gun mounts.

Even with its new design, the newest *tank landing ship* (LST) will be easily recognized. It will transport and land amphibious vehicles, tanks, combat vehicles and other equipment in amphibious assault, and have the capability of launching and recovering helicopters. Its length will be 518 feet, her width 68 feet, and she will displace 8342 tons. Her armament will include four 3-inch twin gun mounts.

The three *motor gunboats* (PGMs) authorized in the 1965 program will be designed to operate offensively on patrol blockade or surveillance missions in waters other

Way

than the open sea. Each will have an over-all length of 165 feet, a beam of 23 feet and a full load displacement of 240 tons. Armament will include one 3-inch gun and one 40-mm gun.

THE SIX NUCLEAR powered *attack submarines* (SSNs) will be about the same as those in the 1964 program. Designed for use against all types of ships (especially enemy submarines), these new subs will have a high submerged speed and long range sonar detection equipment along with antisubmarine warfare weapons such as antisubmarine rockets (*Subroc*). They will have an over-all length of 292 feet, a beam of 31 feet and a full load displacement of 4100 tons.

Two *oceanographic research ships* (AGORs) are scheduled to augment the fleet of scientific vessels. They will have an over-all length of 209 feet, a beam of 39 feet and a full load displacement of 1380 tons.

As a self-supporting ship on long operations, the larger of two *survey ships* (AGSs) will conduct military hydrographic and oceanographic surveys. With a full load displacement of 4200 tons, she will have a 380-foot length and a 54-foot beam. Her armament includes four 50-caliber machine guns.

The second survey ship in the 1965 program will be smaller with an over-all length of 209 feet, a beam of 39 feet and a displacement of 1400 tons. It, too, will conduct oceanographic surveys and collect

Construction and Conversion Assignments

Here's how the construction and conversion of ships have been assigned, implementing the Fiscal Year 1965 Shipbuilding and Conversion Program:

Naval Shipyards

New Construction

Mare Island Naval Shipyard—Two nuclear attack submarines (SSN)
Philadelphia Naval Shipyard—One amphibious force flagship (AGC)
 One tank landing ship (LST)
 One amphibious assault ship (LPH)
Puget Sound Naval Shipyard—One destroyer tender (AD)
 One fast combat support ship (AOE)

Conversion

San Francisco Naval Shipyard—One transport submarine (APSS)
Philadelphia Naval Shipyard—One *Polaris* cargo resupply ship (AKFMB) Conversion

Private Shipyards (after competitive bidding):

New Construction

Four nuclear powered attack submarines (SSN)
 One dock landing ship (LSD)
 Two amphibious transports, dock (LPD)
 Three motor gunboats (PGM)
 One submarine tender (AS)
 Four attack cargo ships (AKA)
 Two combat store ships (AFS)
 Two replenishment fleet tankers (AOR)

Two oceanographic research ships (AGOR)
 One surveying ship (AGS) (large)
 One surveying ship (AGS) (small)
 Two ammunition ships (AE)
 Sixteen destroyer escorts (DE)

Conversion

Two oilers (T-AO)
 Three oilers (AO)
 One *Polaris* cargo resupply ship (AKFMB)

other scientific data.

The *submarine tender* (AS) in this program will have facilities to repair nuclear power plants. It will be 642 feet long, 85 feet wide and will displace 24,000 tons. Its armament will include two 5-inch single mounts and four 50-caliber machine guns.

THE AMPHIBIOUS FORCE FLAGSHIP (AGC) will be the first new design of this class since World War II. Among other improvements, it will have an advanced communication system combined with planning facilities and tactical control areas. In short, this ship will have all the

A NEW ONE—Navy's first escort research ship, *Glover* (AGDE 1), is launched.





TWO MORE—Current program calls for two AFS's similar to *USS Sylvania* (AFS 2). They deliver refrigerated and dry goods, spare parts and general stores.

necessary facilities which the amphibious commanders use in planning and executing an operation. The new ship will be 601 feet long, 83 feet wide and have a full load displacement of 18,000 tons. She will be armed with two 3-inch, twin gun mounts.

The new *amphibious assault ship* (LPH) is similar to, and has the same mission as, previous ships of this class: It will be used in Marine Corps vertical envelopment operations.

Basically, this concept of amphibious assault permits greater dispersal of forces and provides a capability to establish a beachhead quicker than before. The ship will transport troops and their equipment to the beach area and then, by helicopter, land them behind the beach. The LPH will have a length of 529 feet, a beam of 105 feet and a full load displacement of 18,000 tons. She will be armed with 3-inch gun mounts.

The two *ammunition ships* (AEs)

ON THE WAY—Six nuclear attack subs like those on '64 program are on '65 program. *Gato* (SSN 615), shown at launching, will be commissioned in '66.



scheduled to join the Fleet will be capable of transferring missiles and other ammunition to two ships simultaneously. With their over-all length of 564 feet and 81-foot beam, they will displace 20,500 tons and will mount four 3-inch twin guns.

The *fast combat support ship* (AOE) will be similar to previous ships of this type. As a unit of a fast task force, it will furnish rapid simultaneous replenishment of petroleum products, ammunition, fleet freight and other provisions to the forces at sea. Displacing 53,500 tons fully loaded, this ship will be 793 feet long and 107 feet wide, and it will have four 3-inch gun mounts.

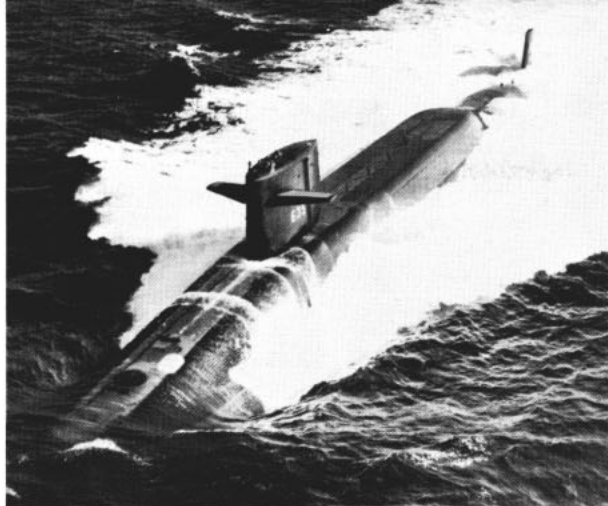
One of the scheduled conversions includes a *Polaris cargo resupply ship* (AK-FBM). As the third conversion of this type, the ship will be designed as a one-stop cargo ship to completely resupply a deployed *Polaris* tender. It will carry *Polaris* missiles, submarine weapons, dry provisions, general cargo, spare parts for technical equipment, packaged petroleum products, bottled gas and diesel fuel. It will be 455 feet long, 62 feet wide and displace 11,150 tons fully loaded.

UNDER THE 1965 program, a former guided missile (*Regulus*) submarine is scheduled to be converted to a *transport submarine* (APSS). It will carry conventional torpedoes and be designed to transport over 60 troops. The submarine will have a length of 331 feet, a beam of 30 feet and a surface displacement of 2980 tons.

Two *oilers* (T-AOs) are also scheduled for conversion under the 1965 program. Operated by the Military Sea Transportation Service, they will carry bulk petroleum products for the Department of Defense. Each will have an over-all length of 585 feet, a beam of 80 feet and a full load displacement of 30,000 tons.

Another conversion involves three fleet *oilers* (AOs). Upon completion, these ships will have a length of 644 feet, a beam of 75 feet and a full load displacement of 34,700 tons. They will mount four 3-inch guns.

Also included in the 1965 program will be miscellaneous service and small craft which, in general, will be built in private yards. Two nuclear repair barges are under construction at the Portsmouth and Mare Island Naval Shipyards, where they will be used. —John C. Ramsey, JO1, USN



FBM Submarine USS Sam Rayburn (SSBN 635) now with the Fleet



USS Stonewall Jackson (SSBN 634) at Pacific Polaris missile facility

Here's the Full Roster of Nuclear Subs

The nation's 41st nuclear-powered *Polaris* submarine will bear the name of *Will Rogers*, after the cowboy-philosopher-entertainer of a few decades ago. Thus, all FBM subs currently authorized for construction are named.

To date, 29 of the 41 ships authorized are in commission, and the other 12 are all under construction.

This compares with 23 non-*Polaris* nuclear-powered submarines in commission, with an additional 26 either under construction or authorized.

Following are lists of the Navy's nuclear-powered *Polaris* submarines and the other nuclear-powered subs.

Not listed are four SSNs for which contracts have not been awarded.

Polaris Submarines in Commission

SSBN Name	
598 George Washington	622 James Monroe
599 Patrick Henry	623 Nathan Hale
600 Theodore Roosevelt	624 Woodrow Wilson
601 Robert E. Lee	625 Henry Clay
602 Abraham Lincoln	626 Daniel Webster
608 Ethan Allen	627 James Madison
609 Sam Houston	628 Tecumseh
610 Thomas A. Edison	629 Daniel Boone
611 John Marshall	630 John C. Calhoun
616 Lafayette	631 Ulysses S. Grant
617 Alexander Hamilton	632 Von Steuben
618 Thomas Jefferson	633 Casimir Pulaski
619 Andrew Jackson	634 Stonewall Jackson
620 John Adams	635 Sam Rayburn
	636 Nathanael Greene

The following *Polaris* submarines are expected to be in Commission by the end of 1966:

640 Benjamin Franklin	654 George C. Marshall
641 Simon Bolivar	655 Henry L. Stimson
642 Kamehameha	656 George Washington Carver
643 George Bancroft	657 Francis Scott Key
644 Lewis and Clark	658 Mariano G. Vallejo
645 James K. Polk	659 Will Rogers

Keel laying for Will Rogers (SSBN 659)

Attack Nuclear Submarines

SSN Name	
571 Nautilus	591 Shark
575 Seawolf	592 Snook
578 Skate	*
579 Swordfish	594 Permit
583 Sargo	595 Plunger
584 Sea Dragon	596 Barb
585 Skipjack	597 Tullibee
586 Triton	603 Pollack
587 Halibut (SSGN)	604 Haddock
588 Scamp	605 Jack
589 Scorpion	606 Tinsola
590 Sculpin	607 Dace

Attack nuclear submarines expected to be in Commission mid-1968:

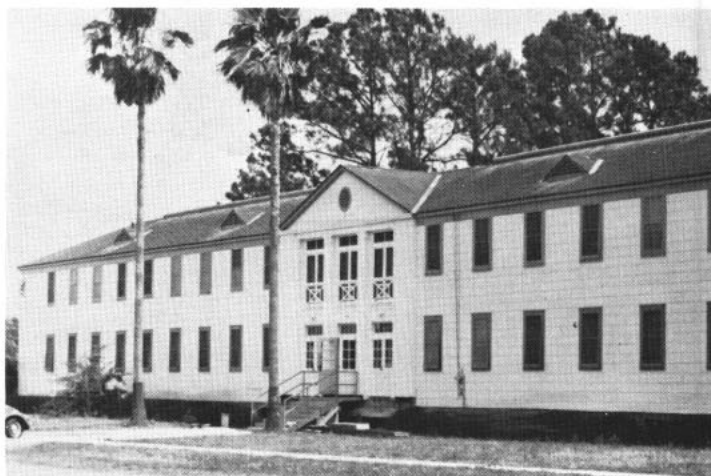
612 Guardfish	650 Pargo
613 Flasher	651 Queenfish
614 Greenling	652 Puffer
615 Gato	653 Ray
621 Haddock	660 (unnamed)
637 Sturgeon	661 (unnamed)
638 Whale	662 Gunard
639 Tautog	663 (unnamed)
646 Grayling	664 (unnamed)
647 Pogy	671 Narwhal
648 Aspro	* SSN 593 Thresher lost on 10
649 Sunfish	Apr 1963

Benjamin Franklin (SSBN 640) is launched



Attack sub USS Haddo (SSN 604) on trials





SIGN OF THE TIMES—Personnel of VP-16 hang out their shingle. Rt: Old barracks after conversion to BEQ.

This Is the House That

EVER HEAR a whitehat complain that he couldn't sleep in his barracks because it was too quiet? Or because his Navy-purchased bedspread didn't complement the interior decorating of his room? Or because the barracks color TV set was secured?

If not, then you should visit the new BEQ occupied by Patrol Squadron 16 at NAS Jacksonville. BEQ? Why, Bachelor Enlisted Quarters, of course.

Bachelor Enlisted Quarters are the newest look in barracks for fleet units in Jacksonville. Individual rooms have been arranged so that nearly all PO1s have their own rooms. Other rated men live two to a room while non-rated men live three or four to a room. All rooms are furnished with beds, dressers, tables, desks, closets, bedspreads, drapes and wash basins.

Captain Arthur C. Cason, Com-

mander Fleet Air Wing 11 and early supporter of the BEQ concept, and Commander C. J. Eadie, CO of VP-16, inspected a former junior BOQ and Waves' quarters early in January and found that, with a certain amount of cleaning and painting, their idea of a BEQ could be realized.

The 17-year-old barracks, then serving as storage space, was presented to VP-16's men to use with the stipulation that all redecorating work would have to be done by them during off-duty hours without benefit of any appropriated funds. The refinishing, almost completed now, was accomplished with virtually no cost to the government.

However, VP-16 men put 2036 man-hours into the refurbishing of all spaces. During the initial cleaning session, over two dumpster bins were filled with trash. Everything

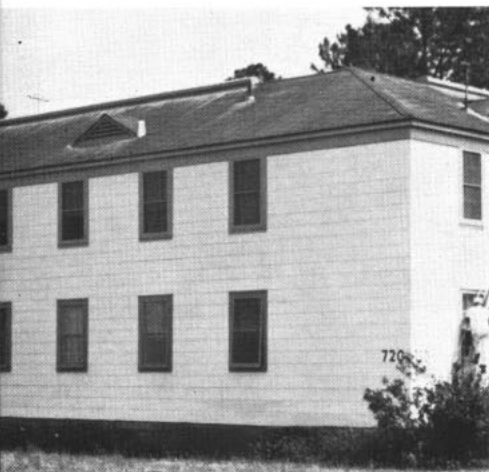
from old strips of wood to a discarded automobile bumper was carried out of the building. Decks had to be completely stripped and refinished. Landscaping was initiated. Doors were placed back on their hinges.

Gallons of paint were applied, with the occupants of each room painting their own space, while a small group of men worked during duty hours to paint the hallways and lounges. They were aided at night by several men who volunteered their services to work during off-duty hours. A two-way public address system was installed.

One individual, who didn't benefit directly from his efforts, also spent much time in the evenings at the BEQ. Albert R. Gastiger, PNC, reworked an old pool table, sanding down and refinishing the wood surfaces and covering the table with new felt purchased by the squadron.

INSIDE JOB—One rec room has a pool table. Center: Shaving in own room. Rt: Interior of one of the bedrooms.





THEY DID it during off duty hours.

Jax Built

Chief Gastiger, along with Donald N. Marks, ABH1, supervised the entire cleaning and remodeling efforts.

In mid-March, the squadron began moving into the spaces. All 140 single men in the squadron are now residing in the BEQ's 70 rooms. Activities such as slot car racing, model building, ceramics, shortwave radio, painting, reading and writing can be seen in many rooms.

For added entertainment, there is the pool table, a ping-pong table, a color television lounge and another lounge used for black and white TV (both TV lounges are air-conditioned). The newest addition, now being completed, is a kitchen. There are several laundry rooms located throughout the building.

Many men have begun adding to what the Navy provided initially for their new quarters. Pole and table lamps, easy chairs, overhead light

GOOD LIVING—BEQ even has closets. *Rt: Personnel relax in color TV room.*

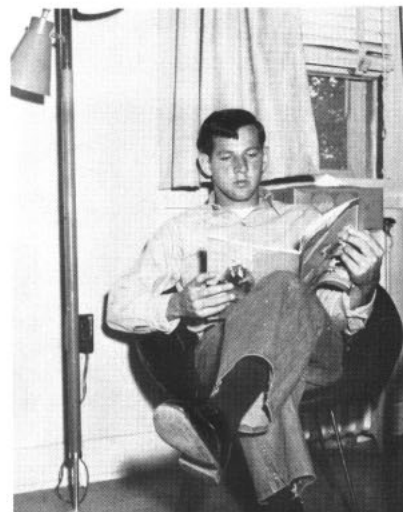


GRILLED—VP-16 crewmen even have own lounge area with barbecue pit.

fixtures, coffee tables and many other little extras can be spotted throughout the BEQ. Rugs adorn many rooms.

When the new tenants were asked about their new quarters, superlatives filled the air in the new BEQ. Praise ranged from "terrific" to "best thing that's happened to me since I joined the Navy." "When was the last time you shaved in your own room, and hung your uniforms in a closet?" asked one resident.

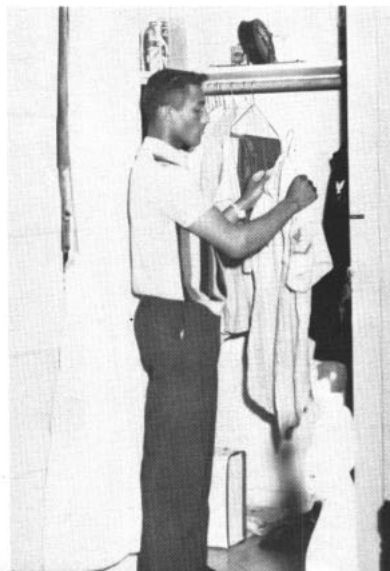
VP-16 won't hold the honor of being the only squadron living in BEQ much longer. Plans are now being made to allow other Fleet Air Wing 11 units the same privilege. It is a safe bet that after seeing the way 16's men are living, the other squadrons will be in a hurry to get into their BEQ. —Frank Myers, JO2, USN

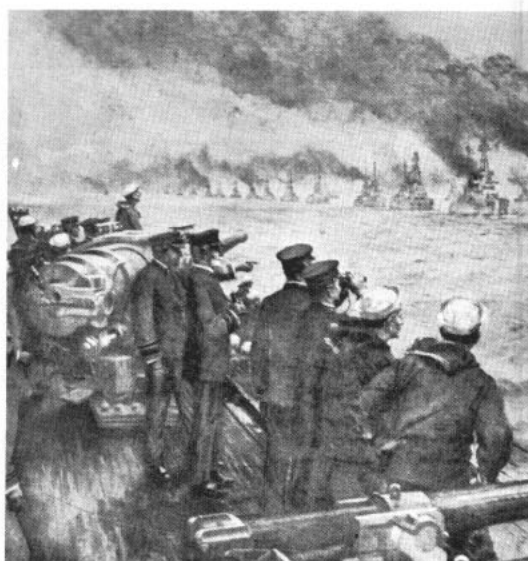
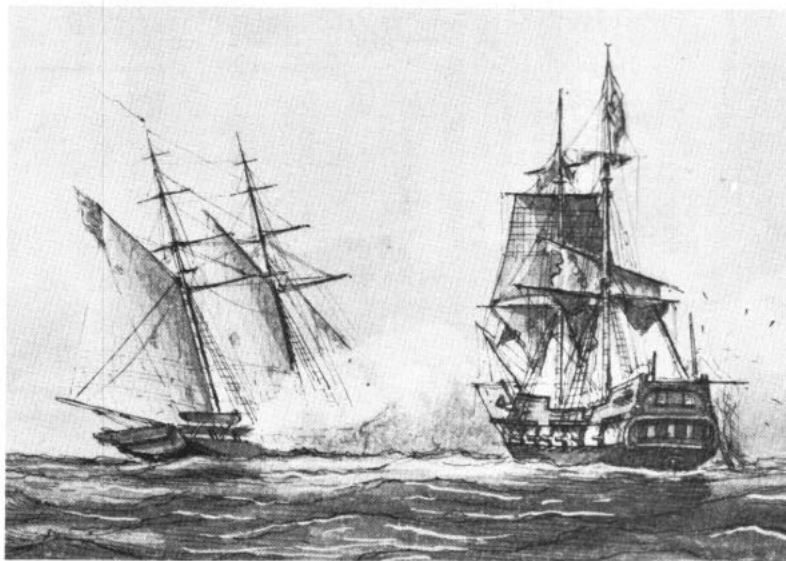


AT HOME—Personal additions to rooms, such as pole lamps, make the new quarters even more enjoyable.



JUNE 1965





'RESERVISTS' were used by the American colonies during Revolution. Over 300,000 helped defeat Germany in WWI.



Reserve's

THIS YEAR marks the 50th anniversary of the U.S. Naval Reserve as we know it today. Here are some of the milestones in the history of the Reserve.

- On 3 Mar 1915, seven months after World War I had started in Europe, Congress passed Public Law 271, establishing the Naval Reserve officially. This was the most important of several legislative actions in this period which transformed state naval militias into the Naval Reserve in the form in which it exists today.

The idea of Reserve forces was not new, however. It dates back to colonial times, and was an important

TRAINING includes familiarization with tear gas. Below: Air Reservists plan flight, man learns about sonar.



ALL HANDS



RESERVE FORCES comprised over 80 per cent of U. S. Navy in WW II, helped fight in both Atlantic and Pacific.

Fiftieth 'Official' Birthday

factor in the defense of the American colonies before 1775.

During the Revolutionary War several of the states had their own navies. Toward the close of the war, the state navies disappeared but the concept of state naval militias lingered on.

- The Navy Department established something like a Reserve force in 1861. An act of Congress authorized the hiring of ships and crews for the "temporary increase of the Navy."

- The modern Naval Reserve movement began in 1887. There were several legislative attempts to estab-

lish a Naval Reserve. Many states organized naval militia battalions.

- During the Spanish-American War, the militia men proved themselves an important body of trained personnel. A number of ships were manned by state militia men. The militia units were able to furnish 4224 of the 10,375 additional men taken into the Navy at the war's outbreak. As of 1 Jan 1899 (by which time the war was over), 19 states were maintaining militia organizations with a total strength of 492 officers and 6300 enlisted men.

- Naval Reservists played a big part in World War I. By the end of

the war there were approximately 30,000 Reserve officers and 300,000 enlisted men on active duty, serving alongside the Regular Navy in a wide variety of ships and billets.

One example of the Reserves' usefulness was their manning of 24 Lake cargo steamers which transported thousands of mines laid in the North Sea to bottle up Germany's U-boats.

The Naval Reserve entered a period of decline following World War I. By 1938, the Fleet Naval Reserve numbered about 3000 officers and men; about 18,000 others had signed up for the Volunteer Reserve. That year the existing Reserve was

HELICOPTER crewman practices pickup procedures. Rt: Reserve helo hovers over sub during hunter/killer training.





OFFICERS and chiefs get briefing at Reserve unit. **Right:** Reservists board plane bound for training ship.

dissolved and a new Reserve, consisting of four categories of Reservists, was organized.

- Mobilization of the Naval Reserve began in 1939. The entire Naval Reserve was mobilized after the President's declaration of an unlimited national emergency on 27 May 1941.

- In World War II, as in the First World War, the Reservists did a great job. Almost three and one-half million Naval Reservists, representing more than 80 per cent of U. S. naval personnel on active duty, took part in World War II operations.

- The Korean conflict saw some 155,000 Reservists answering the call to arms on short notice. Some 30,000 were Air Reservists. At one time, air

groups in *uss Bon Homme Richard* (CV 31) were manned entirely by Naval Air Reservists, and *Boxer* (CV 21) had 90 per cent of her air groups made up of Weekend Warriors. A typical month's operation in Korea saw 8000 combat sorties, 6000 of which were flown by Naval Reserve aviators.

- During the Berlin crisis, 40 Naval Reserve ships (DEs and DDs) were called to active duty, along with their Selected Reserve crews. Eighteen Naval Air Reserve squadrons—including some 3600 Selected Air Reservists—were also activated.

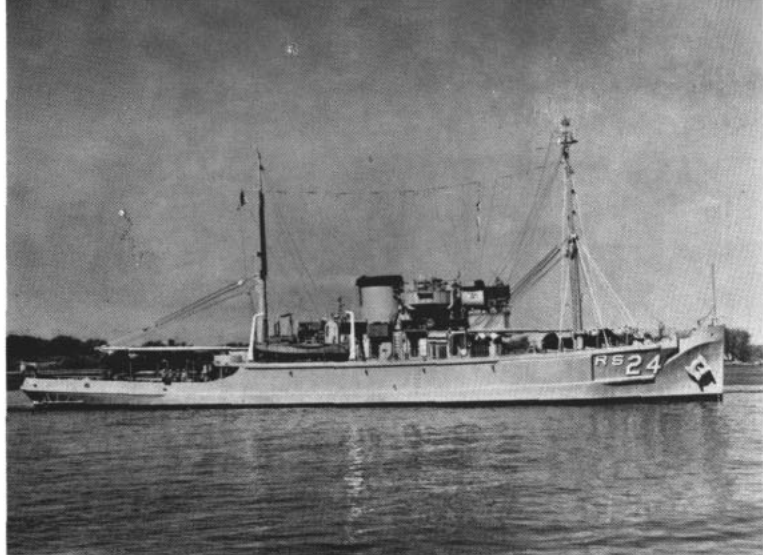
- Several thousand Reservists served during the Cuban crisis of 1962 although there was no general call. Today the Naval Reserve includes

approximately 550,000 personnel associated in some way with the program. There are 452 Naval Reserve training centers and facilities throughout the U.S., together with 18 Naval Reserve air stations. There are 126,000 Reservists in a drill pay status, together with several thousand others drilling in a non-pay status. These personnel are available for mobilization, with assignments to specific billets, within 24 hours. There are 52 ships (40 DD/DEs and 12 MSCs) available for immediate activation with their Reserve Crews, together with 226 Naval Air Reserve squadrons.

Should another call to arms be sounded, today's Naval Reserve will be ready when they are needed.

TRAINING ship *USS Daniel A. Joy* left Great Lakes for Atlantic in Berlin call-up. **Rt:** Reserve learns on cruise.





USS GRASP (ARS 24) helped in salvage; was joined by USS Bolster (ARS 38). Rt: Operations continued into night.

U. S. Team Raises Philippine Ship

LAST YEAR a typhoon roared with-
out warning through the Phil-
ippine Republic's Bataan National
Shipyards, battering the RPS *Rajah
Soliman's* starboard side and super-
structure against her pier with
such fury that *Soliman* capsized and
sank. There she lay as other storms
filled her hulk with mud, sand and
other debris.

The Philippine Navy attempted
to salvage its ship but was unable
to do so because it lacked the
necessary equipment. Later, arrange-
ments were made with the U.S. Navy
to salvage the wreck.

Rajah Soliman was once the
United States Navy's *uss Bowers*
(DE 637) which had been given
to the Philippine government in
1961.

uss Grasp (ARS 24) was sent to
render assistance and arrived at the
Bataan National Shipyards in mid-
January to begin refloating work.

Divers from *Grasp* first reeved
heavy wire rope and chains around
the wreck, using air lifts to tunnel
passages in the mud.

While this work was in progress,
a shore party rigged holdback
tackle to dead man weights. After
a second salvage ship, *uss Bolster*
(ARS 38), arrived later in the
month, the two ships laid beach
gear in preparation for righting the
wreck.

To do this, the salvagers used a
technique which, so far as they
knew, hadn't been employed for
nearly 20 years. The method is
known as parbuckling, in which a
combination of holdback and pull
is used to cause a capsized hull to
rotate longitudinally to an upright
position.

After 13 days of preparation and
testing, the wreck was slowly rolled
to an upright position with the boat
deck just above water. For the next
two weeks, repair and pumping op-
erations were carried out while the
tides were carefully watched so they
could be used to best advantage in
raising the hulk.

The salvagers built cofferdams to
permit flooded compartments to be
pumped out. When the ship was

dry enough to permit a survey to be
made, the paradoxical process of
pumping water back into the wreck
to wash out the mud and debris
was begun.

About a month after the operation
began, *Rajah Soliman* was complet-
ely afloat and stable. The COMANV-
PHIL EOD Team from the Naval
Magazine Group at Subic Bay came
aboard and began removing ex-
plosives and ammunition in prepa-
ration for towing.

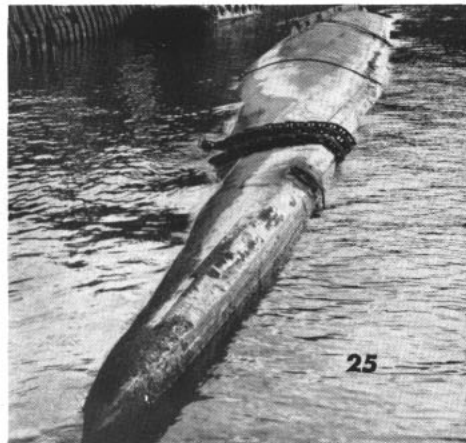
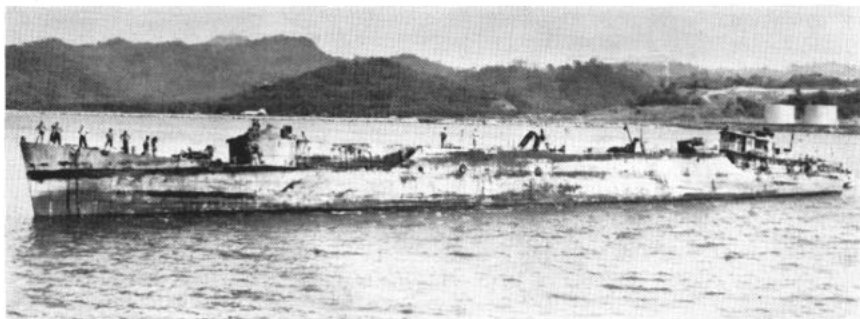
Two days later, *Rajah Soliman*
was on a towline behind *Bolster*
on her way to Subic Bay's Ship Repair
Facility where final disposition was
to be made.

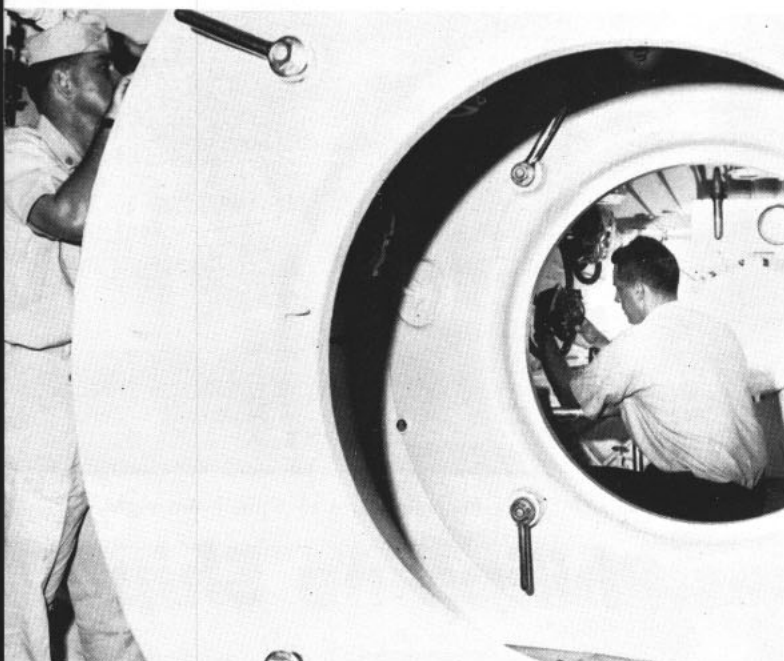
ARSs are designed for the job
they did on *Rajah Soliman*. They
are also frequently called upon to
tow large barges.

The job done by *Bolster* and
Grasp in assisting the Philippine
Navy was just one of the many
instances in which the U.S. Navy
has extended a helping hand to a
friend in distress.

—Len Churilla, JOSN. USN

SALVAGED PHILIPPINE vessel was taken to drydock by ARS after salvage operations in which she was raised (right).





RECOMPRESSION chamber on *USS Chanticleer* (ASR 7) is checked out. Rt: Rescue bell is carefully lowered into water.

Sub Rescue Ships Busy at

SUBMARINE rescue ships are somewhat like fire engines—you don't often need them, but nothing can take their place.

The typical ASR is 251 feet long and 42 feet wide. Each carries a pear-shaped, 10½-ton submarine rescue chamber on the stern, two recompression chambers and four mooring buoys, called spuds, peculiar to ASRs. Six officers and 90 enlisted men, including 26 divers, man each of the Navy's 10 ASRs.

When a submarine accident occurs, an ASR is dispatched to the scene. Usually, diverted ships and aircraft have begun the search, but the ASR can locate the sunken submarine with sonar, if necessary.

Once the sub is found, a diver goes down to investigate its condition. If the sub hasn't released a marker buoy, the diver attaches a cable to its hatch cover.

The ASR uses four anchors and the four spuds to hold it in position

over the submarine. Each spud is moored with an anchor. Lines are then run from the ship to each spud, and tightened to hold steady.

Next, the rescue chamber goes over the side. The cable attached to the submarine is fastened to a winch in the lower compartment of the bell. As the winch turns, the bell is pulled down into perfect position over the sub's hatch. The chamber can then take 14 men to the surface, and ride the cable down again, like an elevator, for another pick-up.

Faced with the need for a method to save men from the bottom of the ocean, the Navy spent years researching and experimenting with various ideas before the submarine rescue chamber was developed in the 1930s.

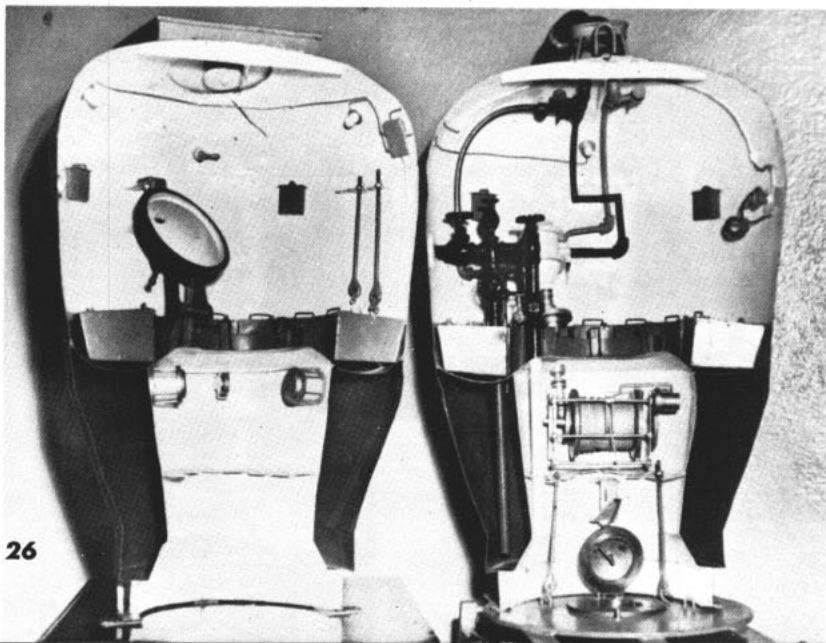
The timing was fortunate. In 1939, *uss Squalus* (SS 192) sank with a crew of 59 off Portsmouth, N.H., and *uss Falcon* (ASR 2), a rescue ship, saved the 33 men still alive with the use of a rescue chamber.

Demonstrating the ASR's capabilities, *Falcon* refloated the *Squalus* with pontoons and towed it to port.

The lessons learned in the *Squalus* rescue were incorporated into the four Pacific ASRs launched during the war, *Chanticleer* (ASR 7) being first of this class.

Since sliding down the ways, however, only one of the ships has been

CUTAWAY SHOWS compartments inside ten and one-half ton rescue chamber carried by ASRs. Capacity is fourteen, including two-man crew to run it.





CAPTAIN maneuvers ship into position over target during sub rescue effort.

Collateral Duty Jobs

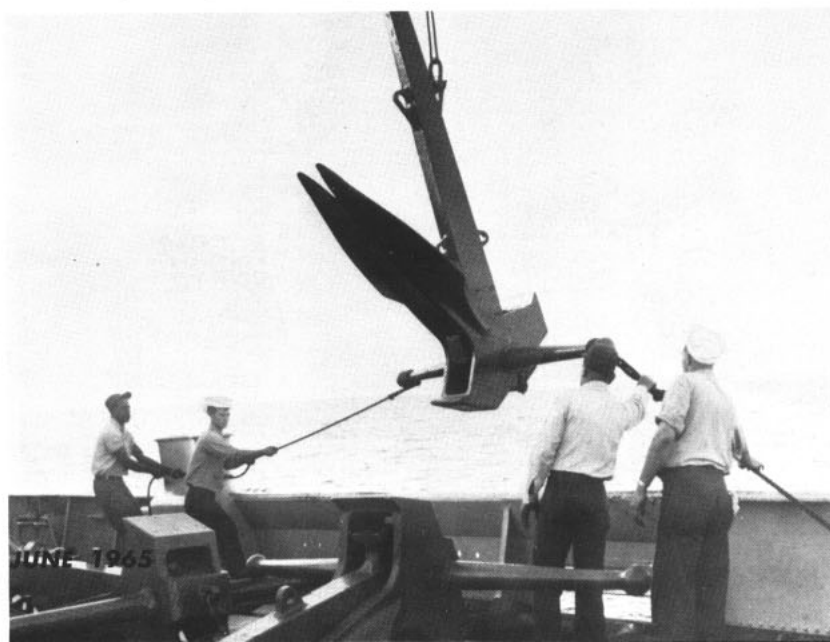
called upon to perform its rescue mission. *uss Greenlet* (ASR 10) aided a destroyer in the rescue of *uss Stickleback* (SS 415) in 1958. With that one exception, the ASRs have performed their mission only in drills.

Consequently, the ASRs draw little attention. But they are kept busy in a supporting role to the combatants. They spend most of their time furnishing the only deep diving service to the fleet and filling in as salvage

vessels, retrieving torpedoes, and towing targets. They have even filled in for aircraft carriers when destroyers wanted to practice anti-submarine warfare.

The importance of these sideline jobs was emphasized recently with the selection of *uss Chanticleer* (ASR 7) as ComSubPac's Ship of the Year for 1964. But, in addition to the extra-curricular tasks that they do, they train for a job they hope will never have to be done.

ONE OF anchors used in mooring ASRs for rescue operations is lowered over side of ship during drill. Four-point mooring is used to hold ship steady.



USS Chanticleer (ASR 7)



USS Florikan (ASR 9)



USS Greenlet (ASR 10)



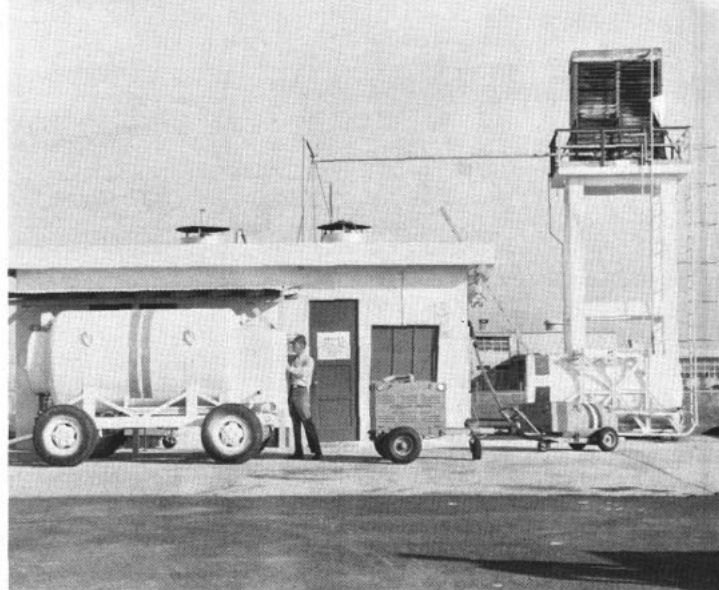
USS Kittiwake (ASR 13)



USS Penguin (ASR 12)

USS Tringa (ASR 16)





MACHINIST'S MATE fills stationary 500-gallon tank with liquid oxygen. Temperature of LOX is almost -300 degrees (note ice around coupling). *Rt:* Navyman prepares to purge LOX tank. Room where LOX is produced is in background.

A Cool Job in a Hot Spot

DESPITE the warm weather which prevails on the Mediterranean island of Sicily, there are two places where low temperatures may be found. One is Mount Etna, Europe's highest and, at present, most active volcano, which sports almost all the snow in Sicily.

The other cold spot is carefully restricted to the confines of a small building at U.S. Naval Air Facility Sigonella, where six machinist's mates and two firemen produce extreme ranges of low temperatures in the production of liquid oxygen (LOX).

Practicing the science of cryogen-

ics (low temperature processing), these men staff the plant around the clock, with at least two men on duty while "steaming," as the LOX production phase is called.

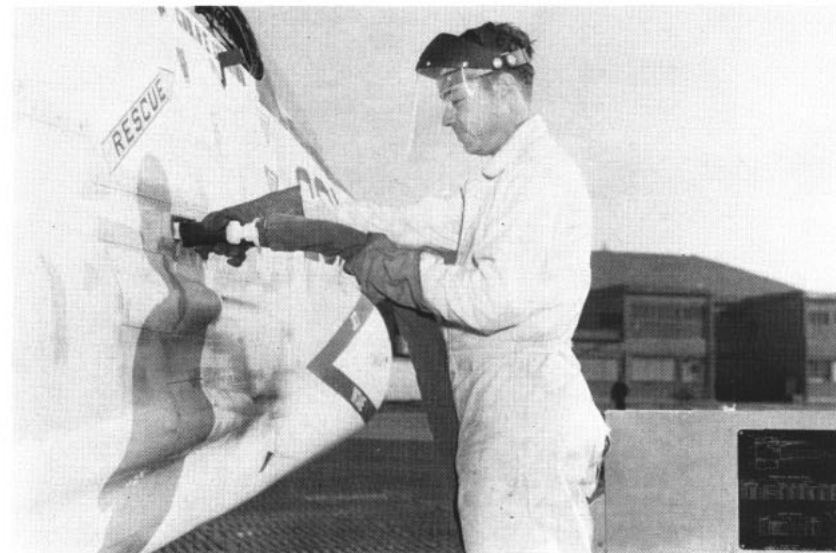
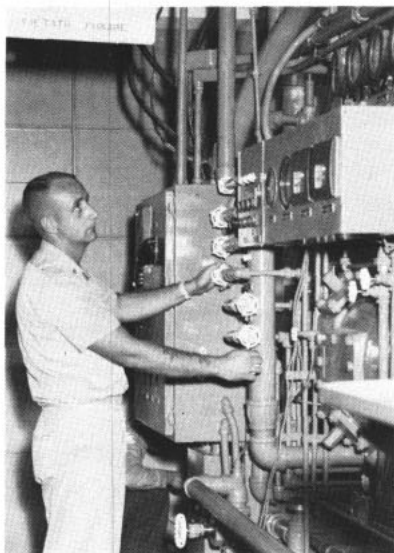
Just as in Little America, the men are outfitted with special survival gear, but in the LOX plant the equipment is designed to prevent burns that would result from contact with the liquid. Safety clothing consists of a clear plastic face shield, thick asbestos gloves, a rubber apron over pocketless coveralls, and safety shoes designed for quick removal in emergencies.

The protective equipment is im-

portant in the production of LOX, because this life-sustaining fluid, handled improperly, could take a life. As a liquid, oxygen, at normal atmospheric pressure has a temperature of -297 degrees Fahrenheit—so cold that if you put your finger in it for just a moment and then struck it against something solid it would shatter like an icicle.

LOX produced by the plant at Sigonella is used to provide breathing oxygen for pilots of high altitude jet aircraft in the Sixth Fleet. The plant also changes the liquid back to gas to provide oxygen for other aircraft, welding, and sick bay oxygen tents.

MACHINERY is set to blow off moisture separated from high pressure air during drying stage of production process. *Rt:* LOX is fed into jet's reservoir. When pilot needs oxygen LOX will be converted to gas, warmed for breathing.



LIQUID OXYGEN is relatively new to the Navy. Before World War II, requirements for oxygen were met by shipping it in cylinders as a gas. The war and subsequent large scale repair work on damaged ships at advanced bases brought a problem — there was not enough transport space aboard ships for the thousands of cylinders needed.

LOX was the solution, as one gallon of the liquid converts to 115 cubic feet of oxygen gas, and a 500-gallon tank will fill 287 cylinders of 200 cubic feet capacity under pressure.

To fill the immediate needs, the Navy purchased portable storage tanks and procured liquid oxygen from civilian sources for shipment to the front. Later small portable LOX generating units were shipped to the front and others were developed for use aboard aircraft carriers.

In 1946, the Navy began its compressed gases school. Today all modern carriers and most overseas naval facilities are equipped with LOX units. They are manned mostly by machinist's mates, boilermen and enginemen—nearly all of whom are graduates of the school.

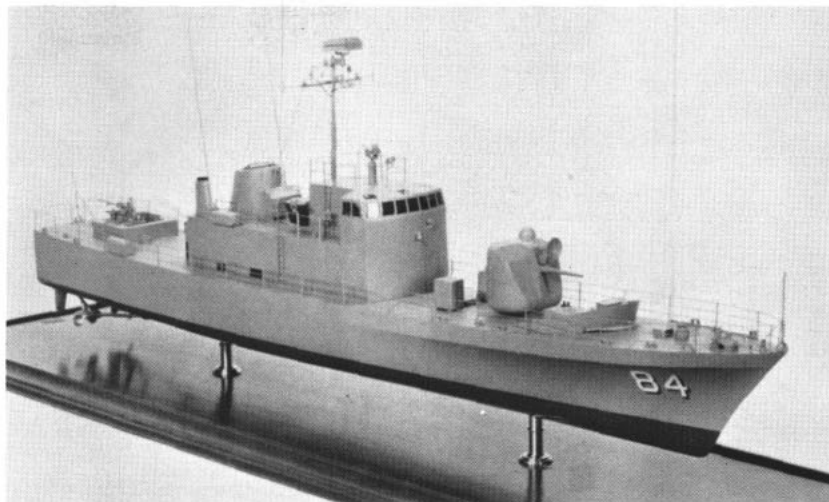
Today's processing methods are much the same as they were nearly 90 years ago, when liquid oxygen was first made in a laboratory. Air is compressed to a very high pressure, then cooled to temperatures approaching absolute zero (−459 degrees Fahrenheit).

At these low temperatures the oxygen and nitrogen in the air liquify. Carbon dioxide in the air solidifies and is filtered out. Other gases, which have condensation points closer to absolute zero, are vented away. The nitrogen is then boiled off as a gas (nitrogen's boiling point is −321 degrees Fahrenheit), leaving the LOX 99.5 per cent pure.

The finished product is pumped into special portable tanks, built on the same principle as a thermos bottle. In these tanks the liquid oxygen can be stored, transported, or dispensed in small amounts as required.

Men at Sigonella's LOX plant have developed the slogan, "We have done so much with so little for so long, we can now do anything with nothing." It's a pretty good description of their work, as they turn everyday invisible air into a refined liquid.

—Story by W. C. Eckes, JO2 and H. F. Schhraud, Jr., MMCA
—Photos by Roy L. Gay, AN



HOT SHOT—Motor gunboat is designed for patrolling and guerrilla support.

PGM's—Small But Potent

A NEW TYPE of craft will soon join the Fleet. It won't be big, but it will be potent.

The Navy needs a little whiz-bang that can operate in support of counter-insurgency and guerilla warfare, that can limit, if not completely halt, coastal shipping. One that can keep a close guard on the enemy and, if necessary, act in a blockading force, and defend amphibious forces against enemy patrol craft.

The new motor gunboats (PGMs) can do just that.

Relatively small (165 feet long, 23-foot beam) and light (full load displacement of 230 tons), each will carry an allowance of three officers and 21 enlisted men, and an armament of one 3-inch/50 caliber rapid-fire gun, one 40-mm antiaircraft gun,

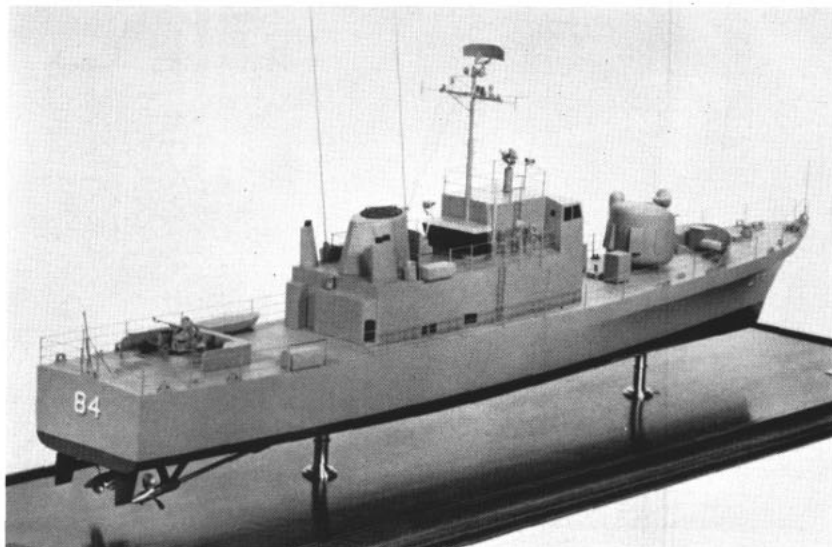
and two 50-caliber machineguns.

The three officers will fill the billets of commanding officer (lieutenant), executive officer (lieutenant junior grade) and gunnery officer (also a lieutenant junior grade). The ratings will include BM, QM, GMG, FTG, ETR, RM, CS, YN, SN, MN, EN, EM, FN, and SD.

Each PGM has a combined diesel and gas turbine power plant. The two diesel engines will be used for normal cruising and the gas turbine for higher speeds. Speed and range are classified, but the PGMs will be able to reach their destination, perform their assignment and, if necessary, remain on station.

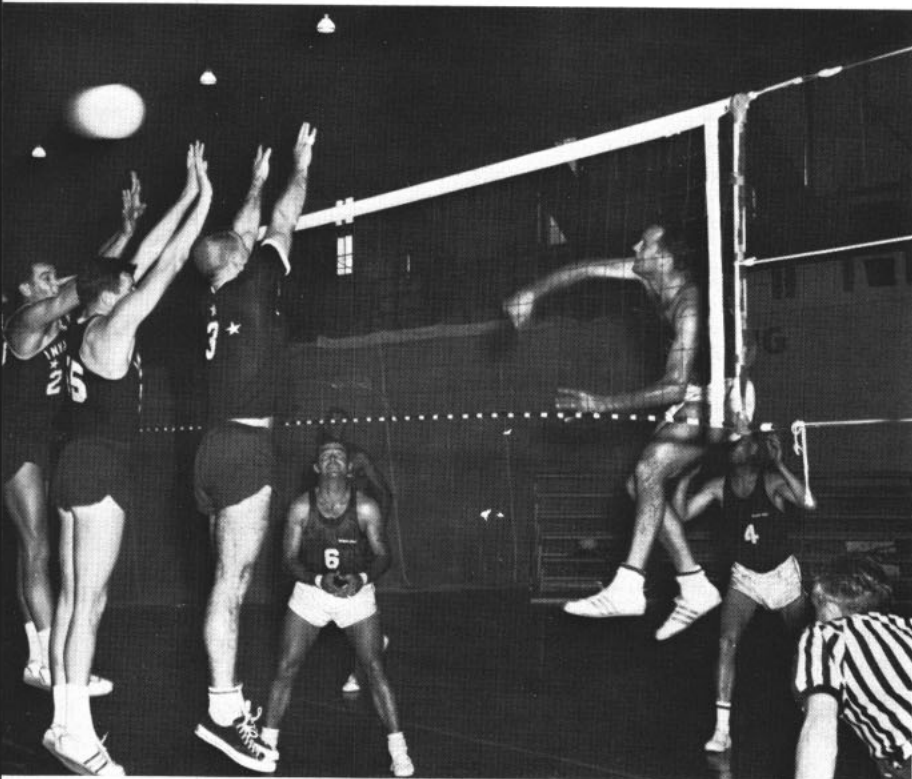
Two prototypes will join the Fleet about the end of this year, with more to follow.

ON THE WAY—Two of PGM 84 class boats are slated to join the Fleet next year.





REPEAT CHAMP Bobby Valdez (rt.) trades punches with John Mayo in All-Navy final. Below: WestPac gave PacCoast only loss in All-Navy tourney.



ADRIAN Johnson is cornered in bout.

All-Navy

PACIFIC COAST boxers found home ground to their liking as they swept seven of the ten available titles in the 1965 All-Navy Boxing Championships at San Diego Naval Station.

Atlantic Fleet took two of the championship bouts and North Atlantic took one.

Of the ten titlists, five were repeats from 1964.

All the bouts were hard fought, with many of the champs rising to the finals through knockouts. In the quarter- and semi-final rounds, 12 KOs were scored.

Flyweight John Bailey (NorLant) fought the shortest match of the tournament in the quarter-finals, dropping Angel Martinez (WestPac) in 39 seconds. In the semi-finals of the heavyweight division, Jimmy Van Buren (WestPac) returned the favor against NorLant by sending Ronnie Deloach to the canvas in 43 seconds.

It was either deck or decision through the three days and 29 bouts; there were no TKOs.

Decisions seemed to be the fad in the finals, showing the determination of the participants. In the 10 final bouts, five were split decisions. Only two were KOs, as opposed to the 12 full counts taken during the first two days of competition.

In the flyweight division final, John Bailey (NorLant) won a split



LAST YEAR's champ Ralph Pelliccia beat Johnson in final. Harold Glover (above) plants jab on opponent's chin.

Contenders—and Champions

decision over Jim Logan (PacCoast). Logan turned out to be the only PacCoast contender to go home without a title.

Bailey came back strong this year after being knocked out of competition in the 1964 All-Navy by the man who won the '64 flyweight title.

Roy DeFillipis (PacCoast) again won the bantamweight crown by knocking out Stephen Bromsfield (NorLant) in 2:59 of the first round. DeFillipis, a 1964 All-Navy champ, went unopposed through the district meet on his way to a berth in this year's finals.

Featherweight Bobby Valdez (PacCoast) won a unanimous decision over John Mayo (LantFlt) in the final. Valdez, another repeater, slimmed down to the 125-lb. class this year after taking the 132-lb. trophy in 1964 competition.

At the conclusion of the tournament he was given the Jack Kennedy Perpetual Boxing Award as the Navy's outstanding boxer for 1965.

In the lightweight class, Fernando Trujillo (PacCoast) regained his lost title by winning a split decision over William O'Bannon (NorLant). Trujillo, the 1963 All-Navy lightweight champ, was unseated last year by Bobby Valdez.

O'Bannon boxed to a runner-up spot last year in the 125-lb. class.

Light-welterweight Roger De

Wees (PacCoast) won his trophy in a split decision bout with Elbert Varney (NorLant).

In the welterweight division, Ralph Pelliccia (PacCoast) scored the second knockout of the day over Adrian Johnson (NorLant) in 2:26 of the third round.

Pelliccia joined the ranks of repeat champions with the win. He was 1964 welterweight champ and runner-up in the 1963 competition from the North Atlantic region.

Harold Glover (LantFlt) won the light-middleweight crown in a split decision bout with Jesse Joyner

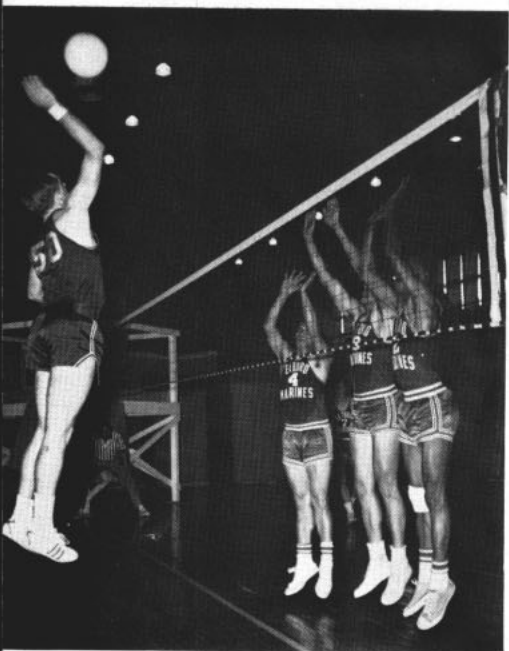
(NorLant). Glover and teammate Richard Pettigrew were the only LantFlt trophy winners in the 1965 event.

Favorite James Rosette (PacCoast) regained his old middleweight title by winning a split decision over Hobart Barbee (WestPac). Rosette, an All-Navy titleholder since 1959 in either the middleweight or light-heavyweight divisions, won the light-heavy title in 1964, then trimmed off enough weight to box as a 165-pounder in the Olympics last October.

Robert Brown (PacCoast) picked

NAVY's 1965 Interservice Volleyball champions pose with trophy after winning nine out of ten games to become first Navy team to win tournament since '61.

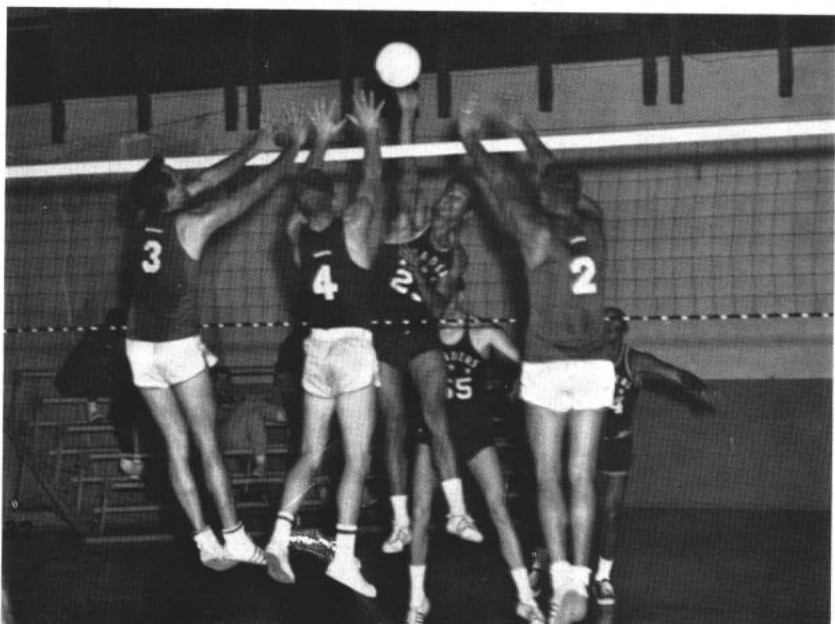




MARINES JUMP to block spike by Navy player. Olympic boxer James Rosette (rt.) beat Hobart Barbee for his title.



YEOMAN Dick Pettigrew is heavyweight champ. Roy DeFillipis (rt.) kept bantamweight crown. Below: PacCoast and WestPac teams vie for All-Navy title.



up where Rosette left off, taking the light-heavyweight championship with a unanimous decision over Bobby Cox (WestPac). Brown was 1964 runner-up in the middleweight division.

Both Brown and Cox had to out-box their semi-final opponents, gaining their final berths by decisions.

Richard Pettigrew (LantFlt), another All-Navy regular, kept up his six-year monopoly on the heavyweight trophy by winning a unanimous decision over Jimmy Van Buren (WestPac) in the final bout.

In addition to his All-Navy showings, Pettigrew has three Interservice titles (1960-62-63) and a runner-up finish in 1964 to his credit, and has placed second in CISM competition.

Those are the results. The winners go to the Interservice Championships. A lot of weight-switching took place in this year's All-Navy boxing tournament, but the top names stayed pretty much the same throughout most of the weight classes.

Will they stay there next year? We'll see. —Kelly Gilbert, JO2, USN

All-Navy and Interservice Volleyball Champs

PHIBPAC's Invaders won their first game in 15 minutes, then continued their offensive through three days of competition to win their second straight All-Navy Volleyball Championship and to place five men on the Navy Interservice Championship team.

The Invaders, representing the

ALL HANDS

Pacific Coast region, won 15 of 16 games in the double round-robin tournament at NAS Olathe, Kans., bringing their two-year record to 31-1. The single loss was to WestPac, 16-14, on the second day of competition.

WestPac, represented by Com14, was runner-up in the tournament with an 11-5 record. Others, in order of standings, were Atlantic Fleet (AirLant), South Atlantic (NAS Memphis) and North Atlantic (NAS Patuxent River).

At the conclusion of the All-Navy, an all-star team was selected to represent the Navy in the Interservice championships played at Olathe the following week.

Members were: LT (j.g.) L. R. Mason, LT (j.g.) A. J. Hill, H. A. Tindall, BMCS, R. A. Ray, SM2, and R. A. Herron, SA, all from PacCoast; M. Valo, AN, P. A. Blanchard, TD2, and R. L. Barrows, TD1, from SoLant; R. Sobol, TD2, C. S. Williams, AK2, and J. Fontius, SA, from WestPac; and S. Hitchcock, FTGSN, LantFlt. M. W. Clemmon, ATMC, of LantFlt, was picked as an alternate to the team.

R. L. Dickerson, EM1, who coached the PhibPac team to the All-Navy title, was selected as coach of the Interservice squad. Manager was Harry Kealoha, civilian coach of the WestPac Team.

Navy's all-stars were well picked, as they lost only one game in ten to become the first Navy team to win the Interservice Volleyball trophy.

The sailors got off to a fast start in the tournament, downing Air Force in three straight games, 15-9, 15-5 and 15-6.

In the following match, the El Toro Marines took a full five games to get by Army in the longest match of the best-three-of-five double elimination tournament.

The Navymen won their first two games against the Marines, 15-8 and 15-3, then were handed their lone defeat, 13-15. Coming back strong from the loss, the Navy team assured itself a place in the finals with a 15-3 win in the fourth game of the match.

No Army-Navy match was necessary, as the Air Force team took Army out of the running in three quick games on the second day of competition.

Air Force won its berth in the finals by downing the Marines and Army.

Navy kept up its fast pace through

two games the first of the finals, beating Air Force 15-8 and 15-8.

In the third game the score saw-sawed back and forth until the final minutes. Navy, trailing 14-15, took three straight serves to win game,

match and championship, 17-15.

The 1965 Interservice Champions were then scheduled to play in the U. S. Volleyball Association National Championships at Omaha, Nebr.

—Kelly Gilbert, JO2, USN

1965 All-Navy Boxing Entries

Flyweight Division

*John Bailey
Jim Logan
Angel Martinez

BT2
DT3
MR2
NavSta Philadelphia
NavHosp Oak Knoll
USS John S. McCain (DL3)

Bantamweight Division

*Roy DeFillipis
Stephen Bromsfield

AN
EM3
NAAS Ream Field
USS John Willis (DE 1027)

Featherweight Division

John Mayo
William Rushing
*Bobby Valdez
Giles Walls

MASN
RM1
AN
TN
CincLantFlt Staff
USS Halibut (SSGN 587)
NAAS Ream Field
USS Lake Champlain (CVS 39)

Lightweight Division

James Edwards
William O'Bannon
Douglas Peters
*Fernando Trujillo

BMSN
SN
SN
AN
USS Telfair (APA 210)
NNMC Bethesda
NAS Barber's Point
NAAS Ream Field

Light-welterweight Division

*Roger De Wees
Ray Doss
Morris Harris
Jim Miller
Elbert Varney

SA
SA
SA
AE3
GMGSN
NAAS Ream Field
NavSta Pearl Harbor
NAB Little Creek
NAS Corpus Christi
USS Harlan R. Dickson (DD 708)

Welterweight Division

Adrian Johnson
Billy Jones
Jimmy Lujan
*Ralph Pelliccia

EMFN
SN
MM3
HM3
USS Lake Champlain (CVS 39)
NAS Barber's Point
USS Liddle (APD 60)
USS Okanogan (APA 220)

Light-middleweight Division

Billy Brown
*Harold Glover
Jesse Joyner
Paul Wade

PH3
BM2
ADJAN
AA
NAAS Ream Field
USS Muliphen (AKA 61)
NNMC Bethesda
NAS Corpus Christi

Middleweight Division

Hobart Barbee
Anthony Carelli
Vince Fagan
*James Rosette
James Steger

EN3
SN
SN
AN
AN
USS Wilhoite (DER 397)
USS Lake Champlain (CVS 39)
USS Telfair (APA 210)
NAAS Ream Field
NAS Jacksonville

Light-heavyweight Division

*Robert Brown
Paul Cardoza
Bobby Cox
Jim Finley

SN
HM2
SN
BM2
NAAS Ream Field
HavHosp Newport
NavSta Pearl Harbor
PhibLant

Heavyweight Division

Ronnie Deloach
*Richard Pettigrew
Jimmy Van Buren
John Velasco

SN
YN2
SN
SA
USS O'Hare (DD 889)
USS Sierra (AD 18)
USS Benjamin Stoddert (DDG 22)
NAS Corpus Christi

*Denotes champion in weight class

Boxing Weights & Classes

How does a middleweight rate if he's 168? Take a look at the list below and see how your ideas on

boxing weight classes compare to those used in the All-Navy Boxing Championships.

112 lbs—Flyweight
119 lbs—Bantamweight
125 lbs—Featherweight
132 lbs—Lightweight
139 lbs—Light-welterweight

147 lbs—Welterweight
156 lbs—Light-middleweight
165 lbs—Middleweight
178 lbs—Light-heavyweight
Over 178 —Heavyweight

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



MOTOR whaleboats from USS Coral Sea (CVA 43) approach downed Albatross as USS Rowan stands by. Plane was towed to carrier and taken aboard.

Coral Sea Rescues Plane

If you were on hand last March when USS Coral Sea (CVA 43) pulled into a WestPac port with a seaplane on her flight deck, here's the answer to your questions.

In the first place, the Navy hasn't taken to operating seaplanes off flat-tops. And it wasn't a new secret weapon. It was just the result of a routine rescue of a rescue plane.

The incident began early one morning when the HU-16C Albatross seaplane developed engine trouble and lost its starboard propeller about three hours after taking off from NAS Cubi Point, Philippines.

The seaplane's pilot radioed a Mayday which was received by USS Ranger (CVA 61), operating about 50 miles away.

Notified of Ranger's position, the

pilot attempted to land his plane in the relatively smooth wake of the carrier. But with only one prop, his control was limited. The Albatross touched down outside the wake, bounced three times and skimmed to a stop approximately alongside.

Ranger Navymen began rescue operations immediately and took the passengers aboard. The pilot and three other members of the crew, however, decided to remain on the plane until it could be recovered.

Due to operational commitments, Ranger was unable to hoist the seaplane aboard. Instead, Coral Sea, also operating in the area was radioed and asked to take care of the crippled Albatross.

Coral Sea set her course for the seaplane's position. A few hours later the crippled bird was on board.

Cecil Wood Use Idle Land

Conservationists will be happy to know that the Navy is doing something about land which in the past had sat idle. As an example of Navy conservation, Naval Air Station Cecil Field, Fla., is reforesting property not used in its routine operations. And the air station has found the profits to be more than merely financial.

Besides adding beauty to the property, this project aids the Navy's wildlife and fish management programs, eliminates many fire hazards and serves as an insect control program.

A civilian forester and wildlife specialist handles the program. A 10-year plan was established that, eventually, will see some 20,000 acres at both Cecil Field and NAS Jacksonville reforested.

The project is a year-round operation. During the winter months all unwanted growth is eliminated by one of the key tools of forestry—controlled burning. This process also helps prepare the seedbeds for future plantings and serves as a mosquito control measure.

For obvious reasons controlled burning is used only during certain weather conditions. The best time is when there's a steady north wind of 10 to 15 miles per hour, the temperature is low and there has been a recent rain. This not only allows better control, but also protects the timber.

The next step is spring plantings. This year more than 9000 one-year-old seedlings have been planted on 1400 acres. And during the following three years about 1000 acres per year will be planted with the little trees. In 15 years, the trees will be big enough for harvest.

Southern yellow pine was chosen as the tree to be planted for two reasons: It grows well in northern Florida and southern Georgia, and it has a high commercial value.

When harvest time comes in the fall, commercial firms bid for each lot of wood.

Last year when Cecil Field's timber was harvested, the air station received some \$50,000. This money

BUILDERS OF THE NAVY



An accident which proved to be a crippling misfortune for Matthew Fontaine Maury in 1839 later proved to be good fortune for the Navy. Forced to accept a sedentary job following a broken leg that was improperly set, he became one of the towering figures in the development of oceanography and navigation. Maury became Superintendent of the Depot of Charts and Instruments in Washington, D. C. Here, his curiosity led him to collate navigational data he found stored in ships' logs with information on currents and wind sent in from ships as they sailed around the world.

was put in a Department of Defense fund—Proceeds of sale of timber and timber products 97-6460.5192—and redistributed among participating military installations according to their forestry budgets.

Slick Trick by NRL

Ball bearings don't exactly make the world go round, but almost. They are used in everything from vacuum cleaners to missiles—in almost every mechanical object that has moving parts—to reduce friction and increase efficiency.

When a new technique for extending the life of ball bearings is discovered it's welcome news for anyone who pays for replacing worn ones. Especially welcome news, for example, for Uncle Sam.

Using a new lubrication technique developed at the Naval Research Lab in Washington, D. C., it appears that the government will save millions of dollars each year by not having to replace ball bearings that would otherwise wear out.

The new technique results from two years' investigation by NRL scientists. They discovered that a thin film of a new compound (called fluoropolymer), when applied to ball bearings, increases their life span from four to 12 times that normally registered with other known methods of lubrication.

The film serves to contain the bearing's lubrication where it is needed most, preventing it from spreading away from friction surfaces.

According to NRL, in current Navy uses alone this extended life



FROGMEN of Underwater Demolition Team 12 greeted landing Marines in South Vietnam with this sign. UDT went ashore first for reconnaissance.

for bearings means the \$50 million spent annually on bearing-type instruments would buy a four- to 12-year supply rather than a single year's supply. This could represent a saving of \$150 million for the first four years the new technique is in use.

Everyone Benefits

The Naval Air Station at Los Alamitos, Calif., thanks to Mrs. Reno Bresso, now has its own Navy Relief Thrift Shop.

Now, Navy families in the Los Alamitos area have a handy place to buy, barter, and dispose of such odds and ends as outgrown high chairs

and Cub Scout uniforms while buyers and sellers, as well as the Navy Relief Society, benefit.

Chairman of the local Navy Relief branch, Mrs. Bresso was browsing through another thrift shop at Long Beach Naval Station, when the idea came to her: Why not have a shop like this for Los Alamitos?

Her idea was well received by the Naval Air Station commanding officer, and Mrs. Bresso set to work. It took several months to acquire space, complete the paper work and collect and prepare items to be sold. But, eventually, everything was ready, and a ribbon-cutting ceremony opened the store for business. Prof-

A Helping Hand for a Vietnam Village

Tam Hiep, a neat, government-built village about 25 miles northwest of Saigon, is not a happy place. It is populated by more than 2000 women and children—the widows and orphans of Vietnamese soldiers who have died fighting the Viet Cong.

For a while, however, things were looking up at Tam Hiep, when a party of U. S. Navy men arrived with a load of food, medicine, clothing, toys and chewing gum donated by individuals, religious groups and industries in the United States. It was being distributed by the U. S. Navy as a part of Project Handclasp.

When the little party of Americans arrived at Tam Hiep, its members were shyly greeted by the village children. The ice was quickly broken, however, when some chewing gum was passed around. For most of the

children it was a new experience.

The elderly village headman, one of the two adult males living at Tam Hiep, made a speech of thanks. Then Captain Archie C. Kuntze, USN, CO of U. S. Navy Headquarters Support Activities, Saigon, explained that the American people were aware of the suffering of the Vietnamese people and shared the grief of the women and children at Tam Hiep.

After the speech came the job of distributing cases and bales of clothing among the 2000 inhabitants of Tam Hiep so that everyone was reasonably well fitted with his share of clothing.

Along with the clothes came vitamins and food supplement capsules, 18 cases of wheat germ, eight cases of multi-purpose food base, and aspirin. Also among the gifts were a

case of basketballs (which doubled as soccer balls) and two cases of dolls. The village nurse asked that the dolls be held back because the children had had about all the happiness they could handle for one day.

In Saigon the Navy chaplain and his staff maintain contact with American military advisors in the field—usually by way of chaplains attached to large installations and units. Many requests for Handclasp aid also come from Army Special Forces units of less than six men stationed in tiny, remote hamlets.

As the accompanying pamphlets distributed at Tam Hiep explained, all are gifts from the American people sent with the hope that they will bring some happiness to those who receive them.

—Robert W. Dietrich, JOCS, USN



LET'S EAT—Reserve officers aboard *USS Guadalcanal* (LPH 7) prepare to cut cake to fete Reserve 50th anniversary.

its from the shop return to Navy families a second time, since they are contributed to the Navy Relief Society.

There are a growing number of such facilities now being operated on a volunteer basis at naval activities.

Safety Record No Accident

The Navymen who fly the *Sea Kings* of Helicopter Antisubmarine Squadron Three have spent 30,000 accident-free hours in the air.

Considering that the squadron's choppers fly day and night through

all kinds of weather in submarine contact areas crisscrossed by destroyers and fixed-wing aircraft, the 30,000 accident-free hours were not easy to come by nor were they achieved by accident.

The squadron's motto is: *Good enough is not good enough* and the squadron's men know that a job reflects itself in results even though the job itself may seem unimportant. If a checkoff list is not carefully followed or an aircraft is hastily preflighted, a *good enough* job could end in tragedy for a pilot and crew.

For its willingness to make an extra effort, Helicopter Squadron Three has received considerable recognition. It sports a hashmarked E, has several times captured the Arnold Jay Isbell ASW Excellence Trophy and received the Chief of Naval Operations Safety Award for the squadron in 1963 and for the air group in 1964.

The squadron has also received the Army-Navy-Marine Corps-Coast Guard Safety Award, the Rhode Island Navy League's Red Rooster Award and has to its credit the recovery of astronauts Carpenter, Grissom and Young, together with numerous assists to distressed ships and downed aircraft.

For the men in Helicopter Squadron Three, rugged training and a professional approach toward safety have paid off.

THANKS—John L. Bramel, AN, receives award from Yokosuka Mayor Masayoshi Nagano for saving life of Japanese woman last November, when she fell into water from quay wall near a Yokosuka park. Bramel was flown from *uss Coral Sea* (CVA 43) to Japan to accept the citation.



Neosho Comes Home

The big Fleet oiler *uss Neosho* (AO 143) returned to her home port at Norfolk this spring after seven and one-half months of hard work in the Mediterranean as flagship for COMSERVFOR, Sixth Fleet.

During her sojourn in the Med, *Neosho* replenished 300 ships and, in addition, delivered more than 350 tons of Fleet freight and deck cargo to Sixth Fleet ships.

All was not work for *Neosho's* crew, however. While she was in Mediterranean waters, *Neosho* sailors had an opportunity to savor life in several port cities of Italy, Greece, Turkey, Spain and France.



GOOD DEAL—Local civilian firemen take Navy fire fighting course at FTC Fire School, NTC, San Diego, Calif.

San Diego Runs a Hot School

Each year nearly 12,000 Navymen attend the fire fighting school at the Fleet Training Center in San Diego. But that figure doesn't represent the total who receive fire fighting experience at this school.

Many a local civilian fireman from the San Diego area also has received instruction in fighting the types of fires they would most likely encounter.

For example, one of the more difficult exercises consists of extinguishing a good-sized gasoline fire which simulates a crashed aircraft. The students don't have to use much imagination in this exercise. It's all quite real—except, of course, the actual crash.

The Navy offers this two-day session to the local firemen at no cost. The expense, which is nominal, is written off as a good investment by the Navy. Should a major fire break out aboard ship or ashore, civilian firemen coming to the Navy's aid would know how to use the Navy's equipment and how to combat each type of fire.

How Clean Can You Get?

New *Vancouver* gets clothes whiter than white.

Or something like that. The laundrymen aboard *uss Vancouver* (LPD 2), first of a new class of dock transports, have been cited for their superior performance.

According to a special comment from the West Coast Laundry Service Team, which performed an inspection recently, the ship laundry's

"finished product revealed a degree of whiteness seldom encountered."

Incidentally, here are a few tips—straight from *Vancouver's* wash decks—on how other ships can do as well:

- Use washers to their full capacity but do not overload.
- Use proper water levels.
- Use measuring dippers.

- Calibrate and check water gauges periodically to prevent useless consumption of fresh water supply.

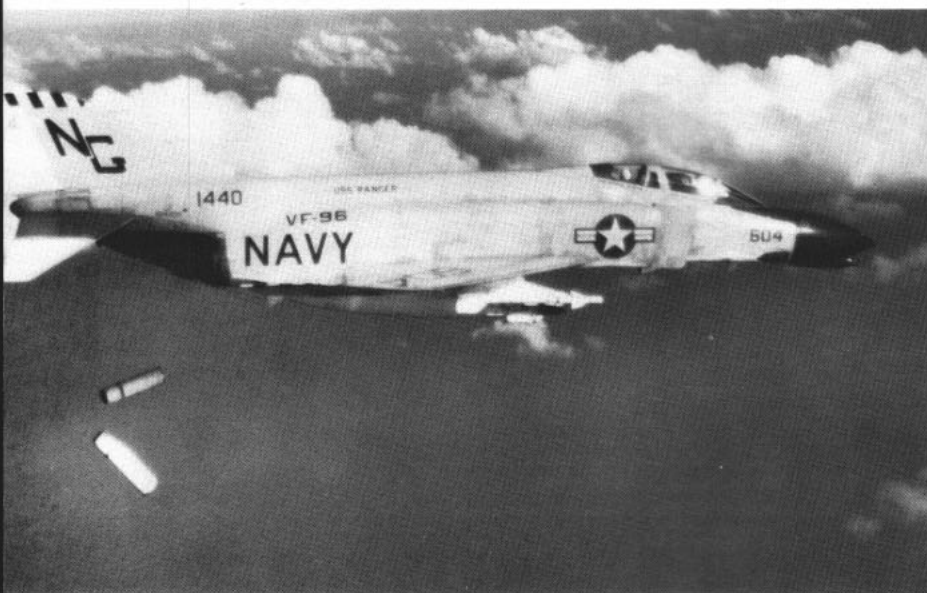
- Generate interest in the finished product and in the preventive maintenance of laundry equipment.

- Maintain proper cleaning formulas to eliminate waste of supplies.

With a little extra work *any* Navy ship can be stronger than dirt.

RECORD BREAKERS—Crew of Navy SH-3A jet helicopter studies flight plans prior to record-breaking cross country flight. Commander James Williford, Paul Bert, ADJ1, and Lieutenant David Beil made trip from San Diego, Calif., to Mayport, Fla., in 15 hours and 51 minutes. They averaged 133 mph. for the 2116 miles, which broke distance record of 1348.1 miles set last year by an Army helicopter.





PILOT OF NAVY F4B Phantom jettisons Mickey Mouse rocket pods over South China Sea before landing aboard carrier USS Ranger (CVA 61) after mission.

Flight Surgeon in Vietnam

A MARINE helicopter, looking for a friendly Vietnamese patrol, made its way up steep mountainsides at treetop level. Inside, a Navy doctor, Lieutenant Jerry M. Jernigan, sat near two crew members who were hunched over machine guns—ready should they meet enemy fire.

They had to find and evacuate 12 wounded Vietnamese soldiers.

Clouds moved in on the mountain peaks making the mission even more hazardous. Hidden by dense jungle

growth, somewhere near the Laotian border, the patrol was difficult to find. However, an American advisor with the patrol was in radio contact with the chopper pilot.

Then one of the crewmen saw a movement in the trees below. As the pilot circled the location, the Vietnamese began to wave. Their position was on a hillside—too steep for the helicopter to land. The pilot swung his aircraft around parallel with the ridge and hovered with one wheel on the ground.

The more seriously wounded Viet-

namese were helped aboard and, as they were flown to an outpost at Aro, Dr. Jernigan treated their wounds. While another Marine aircraft flew the Vietnamese to the ARVN (Army of the Republic of Vietnam) hospital at Da Nang, the helo with Dr. Jernigan returned to the area to evacuate the rest of the wounded.

This particular rescue mission happened to be the 24th for LT Jernigan. He began his tour last October. He has since been recommended for the Air Medal.

A flight surgeon's job in Vietnam is not easy. In a recent rescue mission in the Phuoc Valley, Dr. Jernigan recalls that the helicopter had just landed between two ridges to evacuate a wounded Vietnamese soldier. As they lifted out of the landing zone, there was heavy machine gun fire from the hill tops.

They managed to get free and were on their way back to camp when the pilot received a call that two Vietnamese had been wounded nearby when a land mine exploded. The pilot turned the chopper around and began to look for their position.

Within five minutes, the Vietnamese were located—in elephant grass about 10 feet high. Since the grass was too tall for the helo to land, the sling (cable hoist) was lowered for them. One soldier made it aboard the helo by himself, but the other was wounded too seriously. The pilot descended until the rotor blades whirled just above the foliage. It was enough, and the man was helped

Rescue Units in Vietnamese Bombing Earn 'Well Done'

Within seconds after a 200-pound Viet Cong bomb shattered the U. S. Embassy in downtown Saigon on 30 March, emergency elements of the U. S. Navy Headquarters Support Activity, Saigon, were moving to the scene.

The first ambulances from the Navy hospital reached the embassy five minutes after the explosion. A few minutes later Navy corpsmen—who had been loading supplies at a medical warehouse three blocks from the embassy—arrived with a truckload of stretchers.

The building was badly damaged and, because the bomb exploded during normal working hours, there were many casualties.

Injured persons were loaded into every available vehicle and rushed

to the Saigon Municipal and Navy hospitals. The seven most seriously injured were in surgery within 30 minutes after the blast.

Final casualty figures listed two Americans and 19 Vietnamese killed and 52 Americans and 150 Vietnamese injured. Included in the dead was Manolito W. Castillo, SK2, USN, of the support activity.

Caring for the injured was but one task facing the Headquarters Support Activity. Army military policemen—also attached to the command—immediately deployed to pre-determined positions throughout the downtown area in an alert status, while others went to the embassy to protect classified files.

A Seabee unit joined with civilian public works employees to clear the

debris and rescue trapped victims. Emergency repairs to the building were begun almost immediately, as crews checked out the electrical system for short circuits and line breaks, boarded up windows and removed damaged shutters and replaced a collapsed partition on the third floor.

Navy explosive disposal specialists combed the embassy and surrounding buildings for other bombs.

The fast action on the parts of all concerned saved several lives and enabled embassy operations to be resumed the day after the explosion.

Captain Archie C. Kuntze, CO of the support activity, cited his men's efforts for their coolness, efficiency and high degree of professional ability during the emergency.

—Bob Dietrich, JOCS, USN

into the rescue helicopter.

When he's not flying, the doctor serves as medical officer for the Marine Unit in Vietnam.

A Cruise to Remember

Coming aboard an aircraft carrier as a new man can be an intense, action-packed experience under the most ordinary circumstances. As it turned out, the first 30 days for some 30 new men (including the CO) of the attack carrier *uss Coral Sea* (CVA 43) were far from ordinary.

The day following the usual change of command ceremonies, *Coral Sea* departed Hawaii and headed west to join the Seventh Fleet. Routine air operations were conducted en route.

After 22 days of in-transit operations, *Coral Sea* was preparing for a rest stop at Manila. At this point, the mission of the carrier changed.

Increased attacks against South Vietnam by Viet Cong troops infiltrating from the north required that the South Vietnamese and U. S. governments take swift action.

Word flashed for all units of Task Force 77 to assemble. *Coral Sea* proceeded at full speed to the rendezvous area as the crew readied her aircraft for launching. Shortly thereafter the task force was ordered to launch air strikes against designated targets in North Vietnam.

Little more than eight hours after the word of impending action was received, *Coral Sea* was in position. Launches began, with *Coral Sea* aircraft joining planes from *uss Ranger* (CVA 61) and *uss Hancock* (CVA

19) on a bombing run. The target was Dong Hoi military barracks, one of the staging areas for Viet Cong troops infiltrating the south.

The strike was the largest single U. S. Navy air combat effort since the Korean conflict (up to that time).

On 11 February, less than a week after the first strike on North Vietnam, aircraft were once again dispatched to military targets in North Vietnam because of continuing hostile actions against the south and its people.

Not once previously in her 18 years' commissioned service had *Coral Sea* participated in hostile action. Nevertheless, operations continued at sea without any special preparation, which points up the Seventh Fleet's readiness to cope with unforeseen incidents in that part of the world.

Chances are pretty good that Captain George L. Cassell, USN, and the other new men in the crew won't forget their first tour aboard *Coral Sea* for some time to come.

HU-4 and Its Many Jobs

Flying a helicopter is one job that has its ups and downs. It also has its "arounds" if the job is with Helicopter Utility Squadron Four which operates from NAS Lakehurst, N.J.

In the past year this Fleet support outfit has sent 46 globe-trotting detachments to you-name-it. While concentrating on tasks such as hauling cargo and mail, transferring personnel, spotting gunfire, performing ice and weather reconnaissance and mak-

ing hydrographic surveys, the men of HU-4 still find time to assist stranded caribou in Maine, injured mountain climbers in Australia and appendicitis victims at sea.

The squadron has an average of 13 detachments deployed at a time, serving on almost every type of non-aviation ship.

HU-4's 75 officers and 365 enlisted men are responsible for many jobs that affect many people. They provide vertical replenishment to Fleet units, rescue downed aviators and men overboard and have assisted flood and earthquake victims in various sectors.

They maintain airborne range safety watches at Cape Kennedy and transfer chaplains from ship to ship for Sunday services. Once, they lifted a tacan unit to the top of a six-story building because it wouldn't fit in the elevator.

The squadron's workhorses are CH-19E, UH-34D, UH-2B and UH-46A choppers. These aircraft carry heavy payloads considerable distances. For lighter work the TH-13 and UH-13 are used.

THE VIETNAM SCENE—Vietnamese troops receive amphibious training. *Rt*: Jets ready for mission over Viet Cong. Above: Marine Hawk missiles stand guard.



JUNE 1965



SERVICESCOPE

Brief news items about other branches of the armed services.



SOLDIER WATCHES truck being offloaded from Air Force C-124 Globemaster in preparation for joint exercise.

THE POSSIBILITY of obtaining emergency drinking water from engine exhaust gases is being studied by the Army. Preliminary tests have shown that exhaust from one pound of gasoline can be converted into one pound of water.

The water normally escapes into the atmosphere, but if it can be reclaimed and purified it would provide a limited emergency water supply in arid regions.

To date the laboratory study has included the investigation and collection of basic information relative to the heat transfer or gas condensing characteristics for obtaining water from engine exhaust gases; the physical

and chemical properties of the water produced; and the treatment necessary to purify the water.

In addition to various water purification processes studied, analytical procedures have been established to identify traces of alien elements in the condensate.

★ ★ ★

THE ARMY AND AIR FORCE have established a two-year ROTC program for college students and made the program more widely available. Qualified college students will soon be able to obtain a Regular or Reserve commission in either service by participating in ROTC only during their junior and senior years.

The new two-year program, when adopted by colleges and universities, will thus offer prospective officer candidates a second chance to enroll in the program, should they have failed to enroll as freshmen.

It will also make ROTC available to junior college graduates for the first time.

After screening, students who are accepted for the program will receive the standard ROTC training during their junior and senior years at school, and attend a six-week summer training camp to round out their instruction.

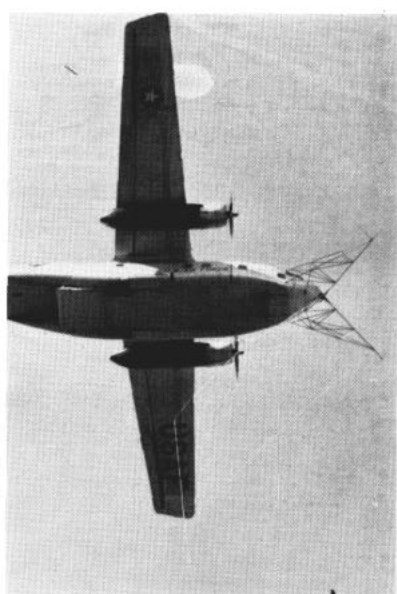
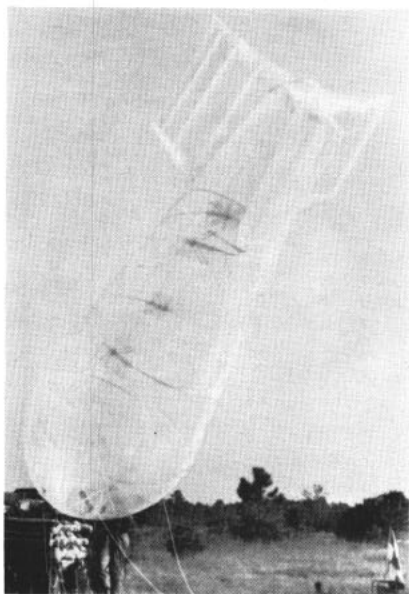
Authority for the new program was granted by the ROTC Vitalization Act of 1964 to supplement the traditional four-year ROTC program. The Navy is also considering adopting a similar program but plans are as yet incomplete.

★ ★ ★

A BALLOON, a tank of helium, a pair of coveralls, a nylon line and a special apparatus attached to the nose of a C-123 Provider comprise a new recovery system soon to be put in use by the Air Force.

Using the system, a downed pilot is located and dropped the balloon, helium tank, nylon line and coveralls. He puts on the coveralls, which are sewn to a harness on one end of the nylon line. He then uses the

BALLOON IS INFLATED for use of Fulton Recovery System during tests. When balloon reaches full height of nylon line, man takes running steps (center) and line is caught by plane (right). Man is then lifted up with winch.





HYDRO-PNEUMATIC suspension system for tanks, developed by Army, will enable them to change ground clearance.

helium tank to inflate the balloon, which is attached to the other end of the line.

When the balloon rises, the plane flies toward the line, catching it in the special apparatus attached to its nose. The line is locked to the plane, and the pilot is pulled into the aircraft by a winch.

The system will be used in areas normally inaccessible to helicopters and other aircraft, and will be adapted to HC-130H *Hercules* aircraft used by the Air Rescue Service.

Tests of the system were held at Hurlburt Field, Fla.

★ ★ ★

A NEWLY DESIGNED true motion radar assisted the new Coast Guard cutter *Vigilant* during the latest *Gemini* space flight patrol.

Called a "tattle trail" radar, the system features a bright TV type picture which can be viewed in broad daylight. The device presents individual radar signals reflected from moving surface targets as continuous trails. Low flying aircraft appear as dotted lines on the screen. The trails and lines reveal position, speed and direction of the objects in their true geographical relationship to one another.

On missions such as the Grissom-Young pickup, the radar can help direct search and rescue efforts.

The device is equally effective in inland or sea waters and is workable in dense fog, snow, rain or hail.

★ ★ ★

A WINGLESS, V-SHAPED CRAFT with a flat bottom, rounded top and vertical tail fins and, in general, looking like an elongated teardrop is being studied by the Air Force. The object of the study is to produce a vehicle which can maneuver to a precision recovery site after reentering the earth's atmosphere from orbit.

The program which engendered the new craft is called START (for Spacecraft Technology and Advanced Reentry Tests) and will include rocket-launched hypersonic flight tests of reentry vehicles and aircraft-dropped transonic and subsonic flight tests.

The program's first objective is to provide a flexible and accurate technique for return of instruments and data from orbit.

The elongated teardrop shape now being used in the

project has undergone more than 50 balloon-dropped flights and been tested for hundreds of hours in a wind tunnel before it was selected from among more than a dozen other designs.

Later, the results of the wind tunnel tests will be compared with results of flight tests to be conducted from Vandenberg Air Force Base, Calif.

At this time, *Atlas* standard launch vehicles will be used and the START vehicle (which will be unmanned) will be equipped with movable flaps on the underside of the tail to provide control in pitch and roll axes.

Flaps, also activated by the guidance system, will be used in combination with reaction jets during the early portion of reentry to control the course of the spacecraft.

The test model will have a conventional aluminum aircraft structure covered with a heat shield material developed especially for the Air Force. The heat shield material is flexible enough to absorb the stresses caused by violent changes in temperature.

TATTLE TRAIL—Bright display radar scope on bridge of Coast Guard cutter *Vigilant* helped in *Gemini* patrol.



THE BULLETIN BOARD

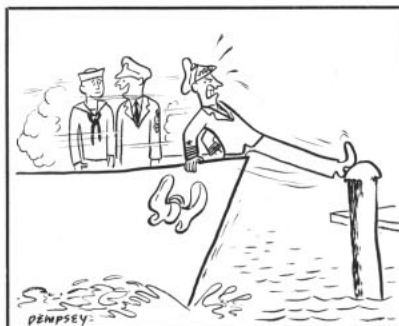
Certain Junior Officers Afloat Can Expect 'Spot' Promotions

SOME JUNIOR unrestricted line officers afloat, who are filling billets for which higher grade officers are authorized, will soon begin receiving temporary promotions to the next higher grade.

The Navy is thus undertaking to resolve, at least temporarily, some problems posed by a critical shortage of certain classes of officers in the lieutenant, lieutenant commander and commander grades.

These temporary or "spot" promotions, which generally are effective only while an officer serves in a specific billet, are authorized by a statute dating to 1941. Besides responding to a shortage of officers in the three designated grades, the Navy is attempting to provide an attractive retention incentive for sea-going-type junior officers.

At the same time, the officers concerned will commence receiving appropriate compensation for shouldering responsibilities greater than nor-



"Captain's never made a bad landing yet!"

mally expected for their grades.

Under the new plan, temporary promotion to the next higher grade will be accomplished in three steps. As many as 500 junior officers might benefit from the plan almost immediately.

Only unrestricted line officers serving in certain commands and units of the operating forces, as authorized by the Chief of Naval Operations,

will be eligible. While officer shortages exist in both the operating forces and the shore establishment, it is considered appropriate at this time to take corrective action only in the former.

Consequently, the temporary promotions are restricted to officers serving in units operational in character, principally deployed, with consideration given to the nature, location and tempo of operations.

The list of eligible commands is included later in this article. Because of the temporary nature of so-called spot promotions, their numbers are not affected by the officer grade limitations imposed by law. An officer serving temporarily in a higher grade under this plan is accounted for in the grade which he would hold had he not been temporarily promoted by means of a spot appointment.

Basic eligibility requirements are that candidates be:

- Unrestricted line lieutenants (junior grade) with at least one year in grade, or lieutenants or lieutenant commanders with at least three years in grade;
- Serving in a billet for which a higher grade is prescribed by authorized allowance documents, in a command or unit designated as "eligible" by the Chief of Naval Operations.

Service in grade is computed from date of rank, and each candidate must have served a minimum of three months in the billet before being recommended for temporary promotion by his commanding officer, which is the next step.

Between 1 April and 1 Oct 1965, it is necessary to have six months or more remaining to serve in eligible billets following the date of recommendation by the commanding officer. After 1 October the requirement will be one year. The exception to this is officers whose names are already on promotion lists as a result of normal selection board action, in which case no minimum period is required.

The names of all officers who fill the above requirements, including

• AUTOMATIC ADVANCEMENTS

—Navy men in their second and subsequent enlistments are now eligible for automatic advancement to E-4 after completion of designated A schools.

Formerly, eligibility to compete was limited to first-termers and, of course, STAR program Navy men. As of April however, all Navy men who graduate from the designated A schools (listed later) are eligible for automatic advancement to third class provided they:

- Have a minimum total obligated active service in the current enlistment which, when completed, will total six or more years of active service in the Navy. In addition, the obligated service must be sufficient to permit the Navy man to complete a minimum of two years' active duty after completing the school.

- Graduate from the Class A school with a final grade equal to or higher than the percentile designated for the school. Individual percentiles are computed from the performance of U. S. Navy students of the school

during the previous four quarters.

- Have completed the advancement requirements necessary to participate in the Navy-wide examinations.

Graduates of the following Class A schools are eligible to participate for automatic advancement. To be advanced automatically, a Navy man must equal or exceed the percentile grade listed beside his school.

CLASS A SCHOOL	PERCENTILE
AE	75
AG	75
AQ	50
AT	50
AX	50
BT	75
CT(A)	75
CT(I), CT(M), CT(O), CT(R), CT(T)	50
DS	50
EM	75
ET	50
FT	50
GM	75
MM	75
MT	50
PT	50
RD	75
RM	50
ST	75
TD	75
TM	75

Additional information may be found in BuPers Inst. 1430.14A.

the commanding officer's recommendation, will be submitted to a nominating board appointed by the Chief of Naval Personnel. Action here will include certification that:

- A bona fide requirement for each temporary promotion exists within the respective commands in which candidates are serving, i.e., an officer of appropriate rank and qualification is not available within the command;

- The expected duration of the officer's assignment in the billet requiring his temporary promotion will not be less than the minimum period prescribed;

- The billet is one for which temporary promotion is authorized;

- The officer is eligible for temporary promotion by virtue of his present grade and his time of service in his present grade; and

- The officer has been recommended by the commanding officer after three months' evaluation in the qualifying billet.

Once past the nominating board, the names will be submitted to a special promotion board convened by the Secretary of the Navy. This board will consider, at least once a month, those officers nominated for promotion by the nominating board and will recommend to the Secretary those officers who in its opinion can successfully perform the duties of the higher grade in the billet in which they are serving.

Officers then promoted will be entitled to the pay and allowances of the grade to which appointed from the date stipulated in the appointment. No officer may be advanced more than one grade higher than his normal grade under this plan.

The temporary advancement is effective only so long as the officer serves in the billet in which his promotion was authorized. Upon leaving this billet, he will revert to his former grade, unless his name is on a promotion list as a result of normal selection board action, in which case he may be reappointed to the higher grade.

Service under a spot promotion will not change an officer's position on the lineal list of the Navy, since that position is determined by the grade he would hold had he not been promoted under a spot appointment.

The plan also includes a saving device for officers whose projected rotation date or scheduled date of

release to inactive duty would preclude their eligibility for temporary promotion. Extensions of active duty for a minimum period of six months or requests for adjustment of projected rotation dates with a favorable endorsement by the commanding officer or unit commander will be considered by the Chief of Naval Personnel.

Full details of this program are contained in SecNav Inst. 1421.3. The list of eligible commands and units follows:

All attack carriers.

All ASW support carriers except USS *Lexington* (CVS 16).

All attack carrier division commander staffs.

All antisubmarine warfare group commander staffs.

All antisubmarine support carrier division commander staffs.

All carrier air wings and detachments.

All carrier antisubmarine air groups.

All seaplane tenders and small seaplane tenders (AV, AVP).

All destroyer tenders (AD) except USS *Sierra* (AD 18), *Yosemite* (AD 19), *Arcadia* (AD 23), *Everglades* (AD 24) and *Yellowstone* (AD 27).

All cruisers.

All cruiser-destroyer flotilla commander staffs and assigned ships and unit staffs except the following:

Commander Cruiser-Destroyer Flotillas Four and Six staffs

Commander Cruiser-Destroyer Flotilla Five staff

Destroyer Development Group Two Reserve training ships and staffs Destroyer Division 601

All submarines except SSTs and auxiliary submarines (AGSS) 214, 318, 419, 555 and 569

All submarine rescue vessels (ASR)

All amphibious-type ships except USS *Krishna* (ARL 38), *San Joaquin County* (LST 1122), *Stark County* (LST 1134) and *Burleson* (IX 67)

All amphibious group, squadron and division staffs

All MSOs and division commanders thereof

All service force ships except AKs, ARs, ARGs, AGMRs, ARCs, ARSDs, PCs, PCERs and ARDs

All security group detachments embarked afloat

All military departments embarked in MSTs vessels

All oceanographic detachments embarked afloat.

WHAT'S IN A NAME

Skyhooks Are Routine

Any seaman apprentice knows that a bucket of pad eyes or 50 feet of water line must be standard equipment aboard his ship because he has been sent to find them often enough.

There may come a day of reckoning, however, when an SA aboard an aircraft carrier is sent to find a skyhook and comes back with one. Skyhooks are, in fact, a matter of some concern to the Office of Naval Research.

A Skyhook balloon, of course, is the means used by meteorologists, astronomers and other scientific types to reach into the heights for scientific data and to avoid the uncontrollable and unpredictable variations of the earth's atmosphere, 90 per cent of which is concentrated in a blanket only 10 miles thick.



The Skyhook balloon has been in use for about 17 years for probing beyond the atmosphere and, as scientific requirements increased, balloon sizes and payloads increased.

Balloons have swelled in volume from 10,000 to over one million cubic feet to carry payloads from less than 100 pounds to more than 10,000 pounds to heights from around 100,000 feet to at least 150,000 feet.

With so much sophisticated scientific gadgetry riding to such great heights, the Office of Naval Research has begun looking around for a material having greater strength than polyethylene, of which most balloons are now made.

One of the materials which have been tested is a reinforced mylar. A very thin polyethylene film (one ten-thousandth of an inch thick) reinforced with nylon filaments also is being tested for carrying payloads of less than 500 pounds to heights of from 140,000 to 150,000 feet.

Composite films of polyethylene and polypropylene laminates are still other materials which show great promise for improved reliability and economy.

With the considerable effort being expanded to improve the capabilities of balloons, it is safe to assume that these vehicles will go higher and carry more weight with greater reliability than they have done thus far.

It is also safe to assume that, as balloons become bigger and better, science will find more and more uses for them thus requiring even bigger and better Skyhooks.

NRTCs Extend Friendly Invitation to Ex-Active Duty Navymen

IF YOU HAVE an inclination to travel but still have the itch to be a civilian when you complete your current enlistment—there may be a place for you in the Naval Reserve. Ex-Regular Navymen, because of their practical sea experience (the saltier the better), can often land interesting Selected Reserve billets.

Some groups of Selected Reserves attend evening meetings two to four times each month. Others, such as Air Reservists, ASW Reserve crews,

mine warfare Reserve crews, Submarine program personnel and some Surface program personnel participate in week-end drills. Once each year, two weeks are spent on active duty for training.

It's a good way of maintaining ties with former shipmates and the sea service.

And, of course, there's money involved. An evening meeting is worth one day's basic pay and a week-end four days' pay.

If you have a record as a topnotch sailor and live within commuting distance of one of the following Naval Reserve training activities, here's what you can do after discharge:

Drop in at the nearest NRTC (Naval Reserve Training Center) or Air Reserve unit and learn some more about the Program. You'll receive a friendly welcome. And you can learn first hand from the members of the NRTC about joining the Navy's civilian component.

ALABAMA	Stamford	IOWA	Benton Harbor	Elizabeth	Cincinnati
Birmingham	Waterbury	Burlington	Cadillac	Jersey City	Cleveland
Gadsden	DELAWARE	Cedar Rapids	Dearborn	Lakehurst****	Columbus
Huntsville	Wilmington	Davenport	Detroit	Perth Amboy	Dayton
Mobile	DISTRICT OF	Des Moines	Flint	Port Newark	Hamilton
Montgomery	COLUMBIA	Dubuque	Grand Rapids	Trenton	Lima
Sheffield	Washington	Sioux City	Grosse Ile**	NEW MEXICO	Lorain
Tuscaloosa	FLORIDA	Waterloo	Hancock	Albuquerque	Mansfield
ARIZONA	Daytona Beach	KANSAS	Jackson	NEW YORK	Portsmouth
Phoenix	Gainesville	Hutchinson	Kalamazoo	Albany	Steubenville
Tucson	Jacksonville****	Olathe**	Lansing	Binghamton	Toledo
ARKANSAS	Miami	Topeka	Muskegon	Bronx	Warren
Camden (Shumaker)	Orlando	Wichita	Pontiac	Brooklyn	Youngstown
Fort Smith	Pensacola	KENTUCKY	Port Huron	Buffalo	Zanesville
Little Rock	St. Petersburg	Covington	Saginaw	Dunkirk	OKLAHOMA
CALIFORNIA	Tampa	Lexington	MINNESOTA	Elmira	McAlester
Alameda***	West Palm Beach	Louisville	Duluth	Freeport	Norman
Bakersfield	GEORGIA	Owensboro	Minneapolis*	Fort Schuyler	Oklahoma City
Compton	Atlanta*	LOUISIANA	St. Paul	Glens Falls	Stillwater
Fresno	Augusta	Alexandria	MISSISSIPPI	Huntington (L. I.)	Tulsa
Hawthorne	Columbus	Baton Rouge	Greenville	Ithaca	OREGON
Huntington Park	Macon	Lafayette	Greenwood	Jamestown	Eugene
Los Alamitos**	Savannah	Lake Charles	Gulfport	Liverpool (Syracuse)	Portland
Los Angeles	HAWAII	New Orleans*	Jackson	Newburgh	Salem
Monterey	Oahu	Shreveport	Laurel	New Rochelle	PENNSYLVANIA
North Hollywood	IDAHO	MAINE	Natchez	New York**	Allentown
Oakland	Boise	Augusta	Vicksburg	Oswego	Altoona
Pasadena	ILLINOIS	Bangor	MISSOURI	Poughkeepsie	Bethlehem
Pomona	Aurora	South Portland	Cape Girardeau	Rochester	Eddystone (Chester)
Sacramento	Chicago	MARYLAND	Hannibal	Scotia	Harrisburg
San Bernardino	Danville	Andrews Field****	Joplin	Tompkinsville	Hazleton
San Diego	Decatur	Annapolis	Kansas City	(Staten Island)	Johnstown
San Francisco	Evanston	Baltimore	Springfield	Troy	Lancaster
San Jose	Forest Park	Cumberland	St. Joseph	Utica	McKeesport
San Mateo	Glenview**	Silver Spring	St. Louis	Watertown	Philadelphia
San Pedro	Joliet	MASSACHUSETTS	MONTANA	Whitestone	Pittsburgh
Santa Ana	Moline	Boston	Billings	Yonkers	Reading
Santa Barbara	Peoria	Brockton	Butte	Youngstown	Scranton (Durmores)
Santa Cruz	Quincy	Fall River	NEBRASKA	NORTH CAROLINA	Wilkes-Barre
Santa Monica	Rockford	Lawrence	Lincoln	Asheville	Williamsport
Stockton	Springfield	Lowell	Omaha	Durham	Willow Grove**
Vallejo	INDIANA	Lynn	NEVADA	Greensboro	York
COLORADO	Anderson	New Bedford	Las Vegas	Raleigh	RHODE ISLAND
Colorado Springs	Evansville	Pittsfield	Reno	Wilmington	Newport
Denver	Fort Wayne	Quincy	NEW HAMPSHIRE	Winston-Salem	Pawtucket
Pueblo	Gary	Salem	Manchester	NORTH DAKOTA	Providence
CONNECTICUT	Indianapolis	Springfield	Portsmouth	Fargo	Woonsocket
Bridgeport	Michigan City	Worcester	NEW JERSEY	OHIO	SOUTH CAROLINA
Cromwell	Muncie	South Weymouth**	Atlantic City	Akron	Charleston
Hartford	South Bend	MICHIGAN	Camden	Canton	Columbia
New Haven	Terre Haute	Battle Creek	Clifton		
New London		Bay City			

Georgetown
Greenville
Spartanburg
SOUTH DAKOTA
Sioux Falls
TENNESSEE
Chattanooga
Jackson
Kingsport
Knoxville
Memphis***

Nashville
TEXAS
Abilene
Amarillo
Austin
Beaumont
Corpus Christi
Dallas*
El Paso
Fort Worth
Galveston

Houston
Lubbock
Port Arthur
San Angelo
San Antonio
Waco
Wichita Falls
UTAH
Ogden
Salt Lake City
VERMONT

Burlington
VIRGINIA
Alexandria
Fishersville
Lynchburg
Newport News
Norfolk***
Portsmouth
Richmond
Roanoke
WASHINGTON

Aberdeen
Bellingham
Everett
Longview
Seattle*
Spokane
Tacoma
WEST VIRGINIA
Huntington
South Charleston
Wheeling

WISCONSIN
Green Bay
Kenosha
La Crosse
Madison
Milwaukee
Oshkosh
Racine
Sheboygan
WYOMING
Cheyenne

* Naval Air Station and Naval Reserve Training Center

** Naval Air Station
*** Naval Air Reserve Training Unit and

Naval Reserve Training Center
**** Naval Air Reserve Training Unit

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

East of Sudan (2884) (C) (WS): Adventure Drama; Anthony Quayle, Sylvia Sims

Seance on a Wet Afternoon (2885): Drama; Kim Stanley, Richard Attenborough

A Taxi to Tobruk (2886): Drama; Lino Ventura, Maurice Biraud

Moonwolf (2887): Science Fiction; Carl Moehner, Ann Savo

The Black Shield of Falworth (2888): Tony Curtis, Janet Leigh (Re-issue)

Fall of the Roman Empire (2889): (C) (WS): Drama; Sophia Loren, Stephen Boyd

Two on a Guillotine (2890) (WS): Melodrama; Connie Stevens, Dean Jones

Witchcraft (2891): Melodrama; Lon Chaney, Jack Hedley

The Outlaws is Coming (2892): Comedy; Three Stooges, Nancy Kovack

Father Goose (2893) (C): Comedy; Cary Grant, Leslie Caron

Goodbye Charlie (2894) (C) (WS): Comedy; Tony Curtis, Debbie Reynolds

The Outrage (2895) (WS): Drama; Paul Newman, Laurence Harvey

Why Bother to Knock (2896) (C) (WS): Comedy; Elke Sommers, Richard Todd

Nothing but the Best (2897) (C): Comedy; Alan Bates

Emil and the Detectives (2898)

(C): Comedy; Walter Slezak, Roger Mobley

None but the Brave (2899) (C) (WS): Drama; Frank Sinatra, Clint Walker

Murder Most Foul (2900): Melodrama; Margaret Rutherford, Ron Moody

Face of Terror (2901): Suspense Drama; Lisa Gaye, Virgilio Taxera

Attack of the Normans (2902): Melodrama; Cameron Mitchell, Genevieve Grad

Colossus of the Arena (2903): Melodrama; Mark Forest, Scilla Gabel

36 Hours (2904) (WS): Drama; James Garner, Eva Marie Saint

The Rounders (2905) (C) (WS): Western; Glenn Ford, Henry Fonda

Young Fury (2906) (C) (WS): Western; Rory Calhoun, Virginia Mayo

Hercules, Samson & Ulysses (2907) (C): Action Drama; Kirk Morris, Richard Lloyd

Hercules Against the Mongols (2908): Melodrama; Mark Forest

The Satan Bug (2909) (WS) (C): Adventure Drama; George Maharis, Richard Basehart

Pajama Party (2910) (WS) (C): Musical Comedy; Tommy Kirk, Annette Funicello

Symphony for a Massacre (2911): Mystery Drama; Michael Auclair, Claude Dauphin

Apache Rifles (2912) (C): Action Drama; Audie Murphy, Michael Dante

Night Walker (2913): Melodrama; Robert Taylor, Barbara Stanwyck

A Boy Ten Feet Tall (2914): (WS) (C): Drama; Edward G. Robinson, Constance Cummings

Get Yourself A College Girl (2915) (C): Musical Drama; Mary Ann Mobley, Chad Everett

Taggart (2916) (C): Western; Tony Young, Dan Duryea

Moro Witch Doctor (2917): Melodrama; Jock Mahoney, Margia Dean

Burning of Rome (2918): Bret Halsey, Claudia Mori

Crack in the World (2919) (C): Melodrama; Dana Andrews, Janette Scott

The Horrible Dr. Hichcock (2920): Horror Drama; Barbara Steele, Robert Fleming

The Brain (2921): Suspense Drama; Anne Heywood, Peter Van Eyck

Queen of the Seas (2922): Adventure Drama; Lisa Gastoni, Jerome Courtland

The Ten Gladiators (2923): Adventure Drama; Roger Browne, Susan Paget

War Party (2924): Western; Davey Divison, Donald Barry

Duel of Fire (2925): Adventure Drama; Fernando Lamas

Women of Devil's Island (2926): Adventure Drama; Guy Madison, Michelle Mercier

Messalina (2927): Adventure Drama; Belinda Lee, Spiros Focas

Invisible Creatures (2928): Science-Fiction; Sandra Dorne



"OK, Snerton, now UNbox it!"

Here Are Some Pointers on Protective Measures in Case of Fallout Radiation

PEOPLE have long been accustomed to fire drills and learning what to do in other emergencies. Many, however, have given little or no thought to coping with that new hazard of mid-twentieth century life—the possibility of a nuclear attack and its consequent radioactive fallout.

There are several elementary things you should know and some fundamental preparations you should make to protect yourself and your family from fallout radiation.

First of all, you should know how warning signals sound and what they mean. You should also know the local civil defense plan for emergency action and where to go for protection from fallout. You and the other members of your family should know how to administer first aid to yourself and others and have an emergency medical kit available.

Civil defense manuals state that each person and family should be prepared to remain in a sheltered area for up to two weeks following an attack without having to depend

• **2100 NEW CHIEFS**—More than 2100 POIs who went up for Chief last February will doff their white hats in favor of the CPO variety. They are being advanced in six increments, the first of which occurred last month.

Here's how the first advancement-to-CPO statistics look from the February exam cycle:

- 1st increment, effective 16 May—423
- 2nd increment, effective 16 June—100
- 3rd increment, effective 16 July—439
- 4th increment, effective 16 August—434
- 5th increment, effective 16 September—451
- 6th increment, effective 16 October—274

Don't lose all hope if your name doesn't appear on the first advancement listing. You still have a chance. The Examining Center at Great Lakes will issue addenda to its original advancement letter which, in turn, will show the results of late exams and any additional advancements authorized.

When it's time for you to go up for E-8, your final multiple will be computed as if you had been advanced on 16 May, no matter in which increment you were advanced.

All-Navy Cartoon Contest
Frederic W. Donour, Jr., PC3



"Why yes, I think we DID find your tennis racket!!"

upon external sources.

To do this, you should have a battery-powered radio, a flashlight or lantern, candles and matches, food and fuel; a shovel, an axe or crowbar, first aid equipment and personal materials such as clothing and bedding.

The best way to store food for use in an emergency is to lay in a supply of canned goods. The cans will not break, the food inside doesn't need refrigeration and it usually doesn't have to be cooked.

If the outside of the can is contaminated, the contaminant can be washed off and the food eaten without danger.

Fresh fruits and vegetables which have been exposed to fallout can also be eaten safely provided they are washed well or peeled. You should avoid them, however, if you have a choice.

Man can live for days without food, but water is essential.

You should allow each person at least one-half gallon of water per day. For a two week period, this means a minimum of seven gallons per person.

With proper precautions, water can be stored indefinitely without spoilage. If you keep it in glass or polyethylene containers having tight-fitting caps, your water will most likely be drinkable in an emergency.

Storing water in metal containers is risky because metal corrodes and the container could spring a leak. Corrosion also gives the water an unpleasant taste and appearance.

Whatever container you use, be sure it is clean and, preferably, sterilized before filling it. Bacterial ac-

tion in water stored in sterilized containers can be kept to a minimum, through various chemicals (and even liquid bleach in recommended amounts), thus preventing clouding and unpleasant taste or odors in the water.

It is a good idea to inspect your emergency water supply periodically and change it if it develops unpleasant characteristics.

If you run short of water, you might find usable uncontaminated water in toilet tanks or hot water heaters.

Be careful about taking water from the tap. Even if your plumbing is intact and there is enough pressure to force water through the pipes, reservoir water will be contaminated. If your water supply comes from underground sources, it will probably be safe. Boiling water does not remove radioactive contamination—it only kills bacteria.

You should also keep your car ready for a possible evacuation. This means a tank at least half full of gasoline and a battery sufficiently charged to keep you going and power your car radio for picking up emergency broadcasts.

If you are in your car after an attack, keep the windows, vents and doors tightly closed to prevent radioactive material from entering.

You should, of course, keep a portion of your survival gear available

• **ADVANCEMENT EXAMS**—The schedule for the July-August advancement examinations has been announced by the Bureau of Naval Personnel.

E-8 and E-9 tests will be administered on Tuesday, 20 July. Exams for E-4 will take place on Tuesday, 3 August; E-5 on Thursday, 5 August; E-6 on Tuesday, 10 August; E-7 on Thursday, 12 August.

All commands must have submitted examination requests in time to have reached the Naval Examining Center by 15 June.

Reserve Navymen on active duty for 150 days or less are not eligible to take the examination. Navymen who have been selected for promotion to warrant officer or commissioned status are ineligible to compete for E-8 or E-9 unless they notify the Chief of Naval Personnel that they do not intend to accept the appointment to commissioned status.

for transfer to your car if a hasty departure is necessary.

Hopefully, this country will never be subjected to a nuclear attack. If it is, however, it makes sense to know how to save yourself, just as you should know what to do if the river rises, a tornado strikes or a brush fire threatens your house.

When the possibility of disaster becomes reality, there is only one course of action—survive.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 12—Stated that the Comptroller General's decision of 27 Aug 1964, referring to allowance upon initial assignment, does not apply in those instances where there are no quarters available.

No. 13—Announced approval by the Secretary of the Navy of a proposal to authorize temporary promotions of certain unrestricted line officers assigned to seagoing ships serving in billets for which a higher grade is authorized.

No. 14—Announced approval by the Secretary of the Navy of the report of a selection board which recommended promotion of USN warrant officers.

No. 15—Requested enlisted volunteers of certain rates for duty in Vietnam.

Instructions

No. 1321.2E—Discusses policies and procedures for the issuance of temporary additional duty orders which involve travel of officers and midshipmen.

No. 1430.14A—Describes the procedure whereby eligible Class A School graduates may be advanced to pay grade E-4 without competing in a Navy-wide advancement examination.

No. 1520.93A—Provides information concerning the foreign language

program, and describes procedures for application.

Notices

No. 1430 (26 March)—Announced the names of those who may be advanced in rating to chief petty officer, acting appointment.

No. 1418 (6 April)—Announced the schedule for Navy-wide examinations for enlisted personnel to be held in July and August.

No. 1520 (6 April)—Provided information concerning the scope of the Navy Postgraduate and Undergraduate educational program planned for the academic year 1966-67. Announced that Reserve officers on active duty are eligible for all postgraduate curricula.

TOP SEA DOGS...

Outstanding Crews

Flight Crew 12 of the Pacific Barrier Patrol has proved itself to be one of the top outfits in the Navy by earning the Outstanding Barrier Crew Award for the fourth consecutive time. The crew of 21 have been flying their EC-121K *Warning Star* along the Pacific Barrier between Midway Island and Adak, Alaska. It will probably be their last award, as the Barrier Patrol is scheduled to be phased out by late this year.

The outstanding crew award has been given twice each year to the crew judged best in radar effectiveness, general barrier performance, communications, electronic countermeasures, navigation records, personal conduct and operational readiness. The winning Navy-men are: LTJG Arthur R. Hauver (aircraft commander); LCDR Glenn M. Hayden (second pilot); LTJG Kenneth L. Meyer (third pilot); LTJG Melvin A. Szarleta (first navigator); LTJG Ronald F. Bushouse (first navigator); ENS Douglas A. Kienitz (second navigator); ENS John C. Kempf (second navigator); LTJG James M. Walsh (CIC officer); LTJG Theodore L. Behle (assistant CIC officer); Thomas A. Medlen, AMH2 (first flight engineer); Robert C. Elms, ADR2 (second flight

No. 1306 (13 April)—Established a clearing house whereby personnel who have been assigned to opposite coast of preference and who wish a "No Cost" transfer may contact other individuals wishing a similar transfer.

No. 1430 (16 April)—Announced the names of additional personnel selected to be advanced in rating to E-8 and E-9.

No. 3590 (16 April)—Discussed procedures to be followed for USN and USNR participation in small arms competition.

No. 4631 (21 April)—Advised Navy and Marine Corps personnel of a severe curtailment of MATS space available travel during the summer.

engineer); Roy A. Zimmerman, ADR2 (second flight engineer); George D. Beaudry, ATW2 (CIC leading P.O.); Lawrence L. Brennan, ATW2 (CIC operator); Theodore D. McIntire, ATW3 (CIC operator); Raymond Johnston, ATW3 (CIC operator); Richard A. Moseley, ATW3 (CIC operator); Carl R. Wheeland, ATW3 (CIC operator); Robert E. Fleming, ATW3 (CIC operator); Howard F. Larson, ATN3 (radio operator); William G. Hull, ATAN (radio operator).

In the Amphib Navy the attack transport *USS Fremont* (APA 44) has added a fourth gold hashmark to her Amphibious Assault Award. The latest of her nine consecutive awards resulted from a high evaluation of a landing which took place at Vieques Island off Puerto Rico in late 1964. She claims the distinction of being the only LantFlt Amphib ship to win the award nine years running.

Patrol Squadron 44, also in the Atlantic, has won the Arnold Jay Isbell Trophy for antisubmarine warfare excellence. During the 13 years of its commissioning, PatRon 44 has won two Isbell Trophies and four Battle Efficiency Es.

Other airdale outfits, Training Squadrons 21 and Training Squadron 24, have been awarded the Chief of Naval Air Advanced Training Aviation Safety Trophy. During 1964, TraRon 21 chalked up 20,573 flight hours and graduated 121 advanced jet pilots. TraRon 24's totals were 19,873 hours and 114 students graduated. Neither had an accident.

An occasional "E" award report still straggles in. Here are several more names to add to the lists published earlier:

USS Berkeley (DDG 15)—CruDesPac
USS Bauer (DE 1025)—CruDesPac
USS Eversole (DD 789)—CruDesPac
USS Edson (DD 946)—CruDesPac
USS Guardian (AGR 1)—EastSeaFrontier
USS Frank Knox (DDR 742)—CruDesPac
Patrol Squadron 23—AirLant



A Navy Tour of Duty in London May Be Just Your Cup of Tea

BEFORE COMING TO ALL HANDS, one of the journalists in the office did a tour in London, and he's never been the same since. Everything in every billet, before and since, is compared to the way it was there—the Navy, procedures, copy, beer, local color and women. (He married a British girl.) We gather, from what he says, he liked London and duty in London.

More than anything, almost, he wants another tour there and he's doing all he can to make his dream come true. He even checked up on that "Buddy in the Bureau" rumor (but he says he couldn't find anyone called Buddy).

Anyhow, we got interested in the subject and decided to check up on what others had to say.

This is what we found. To some it may sound like any other living condition piece. Others may decide duty in London is just their cup of tea.

ARRIVAL

Normal entry points are Southampton if by surface, Mildenhall Air Force Base for MATS arrivals, and London airport for commercial air travel.

Surface—If you are arriving by MSTs your ship will be met at Southampton by a military representative. He will give you details concerning the London hotel reservations which will have been made for you. You are encouraged to write to your command at the earliest practicable date stating your requirements with regard to transient quarters. If, upon arrival in London, you do not like the prearranged accommodations you must cancel them or be held liable for payment. Government transportation is provided from Southampton by bus and cabin baggage may accompany you. Hold baggage will be transported separately.

If landing from ss *United States* you should go to London by special boat train which departs from dockside. Tickets for the boat train must be bought from the ship's purser before docking. You will not be met by a Navy representative, nor will hotel reservations have been made unless you have requested them. Trains from Southampton arrive at Waterloo Station in London.

Air—The MATS terminal is located

at Mildenhall AFB, Suffolk, 85 miles north of London. Since the Navy does not receive advance manifest information on air passengers, hotel reservations will not have been made unless you have requested your reporting command to make them for you. Air Force personnel will direct you to the bus for transportation to London; to the Douglas Housing Annex (for enlisted) and Columbia Housing Annex (for officers). If a bus is not available, they will direct you to a train for London, which arrives at Liverpool Street Station.

Tipping—One shilling (14 cents) per bag is considered a sufficient tip for porter service. A taxicab tip of 15 per cent is considered adequate for short trips.

Checking in—Regardless of your method of arrival, you are not expected to report until 0815 on the succeeding day. You must, however, immediately report to the appropriate duty officer by telephone.

Hotel accommodations—If no hotel or other accommodations have been arranged or if you are in doubt, call the command to which you are ordered to report. If no temporary lodgings have been arranged, they will be obtained for you.

PASSPORTS

All dependents are required to have passports. Children under 16 years of age may be included on the mother's passport. Dependents in the Washington, D. C. area should make application to the main State Department Passport Agency and allow at least two weeks for processing and mailing.

Dependents outside the Washing-

ton area should make application to the nearest State Department Passport Agency Branch Office or to the local U.S. District Court Clerk, allowing six weeks for processing and mailing. Generally, passports are not required for military personnel since an I.D. card and leave or TAD orders are sufficient for travel in most European countries. If, in the course of your duties an official passport is necessary, application to the U.S. Embassy may be made after your arrival in London.

CURRENCY

British sterling, consisting of pounds, shillings and pence, is used in the civilian economy in the United Kingdom. There are 12 pence in a shilling, and 20 shillings in a pound. You will find it desirable to have plenty of sterling for tips, taxis, and other incidentals upon landing. Sterling usually can be purchased on most MSTs and commercial ships, at airport terminals, MATS Terminal Mildenhall, at the Douglas Housing Annex, and Columbia Housing Annex in London. There is no limit on the amount of currency which may be imported, but you may have to make a customs declaration on all currency in your possession. The value of the pound generally remains at \$2.80 as shown in the following guide:

One pound (£) or 20 shillings	
(20s)	\$ 2.80
One shilling (1s) or 12 pennies/pence (12d)	
	\$ 0.14
Sterling notes:	
Ten pound	\$28.00
Five pound	\$14.00
One pound	\$ 2.80
Ten shilling	\$ 1.40
Coins:	
Half Crown (2s 6d)	\$.35
Two shillings (2s)	\$.28
One shilling (1s)	\$.14
Six pence (6d)	\$.07
Three pence (3d)	\$.03½
One penny (1d)	\$.01
Halfpenny (½d)	\$.—

A quick conversion factor—convert British pounds to shillings, and divide by seven for dollars.

Though they are no longer in circulation, many prices are still quoted in guineas. A guinea is equal to 21 shillings (about \$2.94).

A number of New York banks maintain branches in the West End of London near the Headquarters Building. You may maintain dollar



"I'm not makin' soup. I'm just cleanin' the pot!"

or sterling checking accounts with these banks but checks drawn on these banks are not readily negotiable outside England. Postal money orders and bank drafts are the only practical means of remitting funds to the United States. Therefore, if you anticipate having to make frequent remittances to the United States, it is suggested that you retain your checking account at your bank in the U. S.

The United Kingdom is not a Military Payment Certificate Area. You are authorized to possess and use U. S. currency.

WEATHER

Although in the same latitude as southern Labrador and the southern Canadian provinces, London's climate is tempered by the proximity of the warm Gulf Stream. The city's average annual temperature is 51 degrees, about equal to New York's 52 degrees. Daily and seasonal temperatures are moderate compared to the extremes experienced over much of the U. S. The average rainfall in London totals only 24 inches, considerably less than New York (42 inches), more than San Francisco (20 inches) and about equal to Omaha (26 inches).

Measurable rainfall, usually light in intensity, occurs on about half the days in any month, and other days of mist or fog and low clouds with high relative humidity help create the impression of excessive total rainfall.

You will find that while it may not actually be raining, heavy mist and fog, particularly in the winter months, make for a very damp climate. Snowfall in the London area is relatively light and infrequent.

London fogs are traditionally world-famous, but their intensity and frequency are somewhat exaggerated. The winter months are the foggiest, each having about 13 days with some fog; however, only one or two days per month may have really intense fog. On these days the U. S. schools are closed and workers are usually released early because of transportation problems.

Daily summer temperatures usually range from afternoon highs of 70 degrees to overnight lows of 54 degrees. High temperatures are not common.

CLOTHING

Uniform—Civilian clothing is required during and after working



"You ever hear of 'Rules of the Road'?"

hours for U. S. Navy personnel on duty in the London area. Civilian clothing allowance is provided for enlisted personnel. Clothes must be conservative in taste. Men are required to wear a shirt and tie at work with either a suit or sports jacket and trouser combination; women must also be suitably attired. The prescribed uniform of Service Dress Blue must be worn at personnel inspections and while on watch. The required uniform allowance should be in your possession. A uniform shop and small stores are available in the headquarters building.

Men—British clothing for men is of very good quality and at a price commensurate with similar items in the United States. Most ready-made suits are of English style. If you are unable to find what you want in ready-made suits, you can have one tailored at about the same price. Delivery time is usually four to six weeks.

Women—British clothing styles are excellent and women will enjoy shopping on the local market. Prices are from moderate to expensive, depending on your taste. Woolens are an excellent value. Ladies' shoes are attractive and moderately priced. Comfortable walking shoes are a must. If you have an odd shoe size, these will be hard but not impossible to obtain.

Children—Children's clothing for girls is more easily obtained than boys. Girls' coats, woolen skirts and sweaters are readily available and reasonably priced. Party dresses are expensive and it is advisable to bring one or two. Boys' clothing is somewhat of a problem since styles are quite different from what you are used to, but the problem is often re-

solved if your boy enters a British school where uniforms are usually worn.

PACKING

Everyone is cautioned to pack sufficient clothing to meet his needs for the first few weeks in London.

It is essential to have both civilian clothing as well as uniforms with you upon arrival. Do not place clothing which you will need upon your arrival with your household effects as they may often be delayed in arriving. Have your rainwear readily available. The temporary quarters you occupy while looking for permanent housing will generally be a hotel or guest house and will have only limited luggage space.

If you arrive by surface, you may have your hold baggage delivered to a temporary address—but it is recommended that household goods shipments not be delivered except into permanent housing.

BAGGAGE

When traveling by MSTs you may take on the ship the baggage which you would normally be allowed to carry free of charge on a railroad ticket.

Items usually shipped as hold baggage are those that will be needed upon your arrival and before your household goods arrive. This may include clothing, baby supplies and minor cooking utensils. This amount is usually limited to 350 pounds for adults and 175 pounds for children under 16. The baggage limitation on commercial vessels is 25 cubic feet for adults and 12 and one-half cubic feet for children.

Trunks, cruise boxes and excess suitcases are carried in the hold of the ship and are not accessible during the voyage. The Navy delivers hold baggage to its warehouse in London within five days after arrival in Southampton. Baggage will be held temporarily until local delivery is requested. Three days are allowed for you to contact the Supply Department.

HOUSEHOLD EFFECTS

Household effects may be shipped into the United Kingdom under NATO Status of Forces Agreement. They are admitted free of customs duty under the provisions of *Joint Travel Regulations*.

Household goods are normally

shipped via commercial vessel under contract to MSTs and are routed via NSC Norfolk, or NSC Bayonne, to London. Average transit time is eight to 10 weeks. An additional 10 days is usually required to effect customs clearance, dock handling and final delivery. The consignee for all such shipments is the Shipping and Receiving Officer, U. S. Naval Support Activity, London, England.

In practice, it is found that many people bring too much with them. In such cases, commercial storage facilities may have to be found, since there are almost no storage facilities in houses and apartments, and no government storage facilities. Temporary storage up to 90 days (180 days under certain circumstances) is financed by the government until you find housing. This entitlement ends when any household effects are released to the owner.

After you have arrived in the United Kingdom it will not be necessary to contact the Shipping and Receiving Officer regarding your household goods until notified that they are on the way overseas. Concurrent with such notification you will be advised of the approximate release date of your household effects and what steps will be necessary to ensure their delivery.

HOUSING

Most people stationed in London rent furnished apartments or houses and it is recommended that you plan accordingly. Unfurnished apartments or houses are available but are much more difficult to find and often require longer than a two-year lease. Rents for a furnished two-bedroom house or apartment generally run from about \$125 and up per month. Unfurnished accommodations are about the same, but with additional complication that large sums are often asked for leases, decorations or fixtures and fittings.

Prices of utilities are high and, of course, these charges are in addition to rent.

Electric and gas heating averages about one-third more than in the United States. It is difficult to heat English houses to the standard expected by Americans.

Telephones are more expensive than in the States, and there is a charge made for every call.

Cleaning women are readily available and inexpensive by U. S. stand-



"He's our strikeout artist!"

ards—60 cent per hour, plus bus fare, as a rule.

English houses and apartments are rented under somewhat elaborate and formal leases. The Naval Support Activity Legal Office can provide a standard lease which is acceptable to most English landlords.

Before signing any lease other than that provided by the Navy you should, for your own protection, have it reviewed by the Naval Support Activity Legal Officer. It could save you a great deal of trouble and money.

The insertion of a "military clause" whereby a lease can be broken on 30 days' notice in the event of unexpected orders is essential. Otherwise you may find yourself paying on a lease long after you have departed London.

Deposits up to \$100 against damage and an inventory before occupying and after leaving a property are normal. Inventory costs generally run about \$14 and are a necessary precaution.

ELECTRICITY

In London where a damp climate, poor household wiring, and high voltage are a dangerous combination, families should not undertake electrical repairs, but leave such work to a British repairman.

United Kingdom voltage has a standard 50-cycle current and varies according to the neighborhood from 200 to 240 volts (U. S. standard is 60-cycle, 110 volts). When using American-made appliances a step-down transformer is necessary, preferably one with a variable voltage primary winding graduated in 10-volt increments, i.e., 200, 210, 220, 230, and 240.

The voltage for your house or flat

will be indicated on your electric meter. Transformers suitable for your appliances may be purchased from local dealers, the Navy Exchange or from departing personnel who usually advertise on the bulletin board in the Headquarters building.

The landlord's estimate of heating costs is usually low for anyone accustomed to central heating, and since gas and electric bills arrive quarterly, be sure to have the meter read before you move in, or you may end up paying for the last tenant. Electricity and gas are expensive; coal and coke more moderate. You will probably need a combination of all three to be comfortable. Kerosene is the least expensive but constitutes a fire hazard.

WHAT TO BRING WITH YOU

Unfurnished flats and houses are difficult to find and as a rule rent for much the same price as furnished accommodations. Children's cribs, extra-length beds, an occasional bureau for additional drawer space and special items of furniture can be used to advantage. Closet space is scarce and wardrobes are useful items.

Although flats are often rented with linen, towels and tablecloths, families might prefer to bring their own.

Flats and houses generally have sufficient quantities of china, glass and cutlery to accommodate the normal family, but for entertainment purposes you may want to bring your "good" china. Also, European glassware and stainless steel or silver cutlery are of good craftsmanship and you may prefer to purchase some here.

Clothes Dryer and Washer—Dryers, semi-automatic and wringer type washing machines work much the same as in the U. S. Automatic washing machines present a number of problems because of the differences in plumbing lines and fixtures.

The majority of water pipes are of lead, and the faucet attachments vary greatly in size. Water pressures vary, depending on the section of London in which you live and on the type of hot water supply you have.

Some families use their automatic washers as semi-automatics by filling the tub by hand. Automatics can be made to work, but they usually entail extensive plumbing.

Refrigerator—It is suggested that you bring one or plan to buy one at

the Navy Exchange. British refrigerators are extremely small and do not provide the space normally required by an American family. It is not recommended that you bring a deep freeze. You probably will not need it nor will you have sufficient room to locate it. English kitchens are generally very small. Do not bring an electric stove with you. It will not work on British current.

TV and clocks—Do not bring them with you. They will not work on British current.

Radio and phonograph—Suggest you bring these items as they can be adapted to work satisfactorily. However, the United Kingdom requires that an operator obtain a license to use TV and radio. About \$12 per year for TV and \$2.80 for radios. Car radios must have a separate license.

Miscellaneous appliances such as mixers, toasters and coffee makers can be adjusted for use on British current.

It is recommended that you bring a vacuum cleaner, as many flats and houses do not provide them.

Electric heaters—Are usually desirable to supplement the heating systems, or fireplaces, provided in English flats and houses. You may expect room temperatures to be 10 to 15 degrees less than what you are used to, as English people are quite happy with room temperatures at 60 to 65 degrees. Often it is possible to obtain heaters from departing personnel and both kerosene and electric space heaters are available through the Navy Exchange.

PETS

It is recommended that you do not bring pets. It involves a lengthy, complicated, and expensive process and all costs and arrangements must be assumed by you. Arrangements will take several weeks and shipping costs are approximately \$50 per animal. For planning, the average cost of kennels per week is \$5.00 minimum.

AUTOMOBILES

No restrictions are imposed on the importation of privately owned vehicles which are in good mechanical order and safe operational condition. Since shipment and delivery require weeks, there is ample time to comply with regulations after reporting to the area.

Only one car may be imported duty free. A certificate must be executed which binds the owner to export the car at a later date, but sale to other U. S. military or civilian personnel is permissible.

The Supply Officer will advise you by letter when your car has arrived. Should your car arrive on the same ship you are traveling on, it may be picked up at Southampton about two days after docking. Most naval personnel have found that membership in one of the automobile clubs of England such as the Automobile Association (AA) or the Royal Automobile Club (RAC) is of great help in clearing their car through customs and doing other necessary paperwork.

You may park in front of your

residence in most streets; however, on some streets parking lights must be left on during the night. If necessary garage space can be found for \$12 to \$14 per month.

Military personnel may drive in the United Kingdom on a valid U. S. license. Dependents are authorized this privilege for a period of one year, after which they must obtain a British driver's license.

The British government allows U. S. military personnel to purchase tax free gasoline for traveling to and from work. Rationed gasoline is 21 cents per imperial gallon and can be bought only at U. S. military operated stations. Gasoline purchased on the British market is about three times this price.

British and other foreign cars may

NOW HERE'S THIS

McMurdo's Radiation Specialist

Everybody at McMurdo Sound will agree that the nuclear power plant which was installed there in 1960 was a step in the right direction. Chief Hospital Corpsman Elmer B. Custead, however, will also tell you that a nuclear power plant is not something you just take for granted.

The chief is the radiation specialist who monitors the power plant for the Environmental Radiation Surveillance Laboratory at McMurdo. He took over the lab's operation from the Public Health Service in October 1963.

Chief Custead's job is to measure the air and surface around the Navy's largest scientific base in Antarctica for radioactive materials generated by the nuclear power plant.

Every morning, the chief makes the trip from his laboratory to Observation Hill and collects the three air filters around the nuclear power plant.

The filter farthest from the chief's lab is a mile away. This makes a robust trek, especially when the temperature has dropped to minus 50 degrees Fahrenheit and the wind is blowing at 80 miles per hour.

Back in the lab where he spends from 10 to 12 hours a day, the chief cuts sections from each of the three filters he has collected, calibrates the machines which measure alpha, beta and gamma particles and subjects the filters to the machine's scrutiny.

Besides keeping tabs on the amount of radiation in the air, Chief Custead also runs a similar count on old and new snow in the McMurdo area. He also checks the station drinking water and, when possible, takes water and algae samples from surrounding ponds. Another of the chief's duties—a little

farther afield—is to check the nuclear-powered weather station in Antarctica for radiation leaks.

The chief manages to keep busy during his off hours. Since he arrived in Antarctica he has explored the great ice crevasses of nearby glaciers. When he can, he walks the mile and a half to New Zealand's Scott Base to visit McMurdo's neighbors. He also reads an average of one book a week.

So far, the chief, with his battery of dials, gauges, machinery and handbooks, has never detected a radiation count above the normally acceptable limits.

To ensure that the nuclear power plant continues to behave itself, the chief (and his successors) will continue checking, noting and tabulating the results of their tests and sending the data they collect back to Washington for further evaluation.

—William J. Earls, JO3, USN



be purchased from local dealers with delivery taking from several weeks to several months. Such purchases are tax free but the car must be exported or sold to another entitled person at the end of your tour. U. S. cars may be purchased at a slight discount and free of federal tax from local representatives. Delivery time is usually one month.

AUTOMOBILE INSURANCE

Automobile insurance is mandatory. U. S. insurance companies do not generally write policies for Britain and British companies are usually used.

Rates vary according to make, model and year, and full coverage including \$75 deductible for a late model, medium-priced American car is about \$200. A proportionate rebate is given if no accidents occur during the year of coverage.

However, some U. S. insurance companies have been authorized by the British Government to provide coverage in the United Kingdom and it is suggested that if you now have coverage you should inquire whether your insurance company can arrange with its underwriters to provide coverage for you.

The Legal Officer is available for insurance advice. A representative of the Automobile Association (AA) is available one day per week in the headquarters building to assist personnel in obtaining car registration, licenses, and British insurance coverage. British road tax, about \$42.00 per year, must be paid upon arrival.

FIREARMS

It is strongly suggested that firearms not be imported, but if they are, they must be declared at customs. Permits must be obtained both from the command and from the local police.

Hunting laws are very different from those in the U. S. and no person should attempt to go hunting without first thoroughly familiarizing himself with British hunting regulations.

MEDICAL AND DENTAL FACILITIES

Dependents of service personnel stationed in London may obtain medical care at the NAVSUPPACT dispensary. This is an outpatient facility, but a medical officer is on call 24 hours a day.

During normal working hours

routine medical care is provided on an appointment basis for dependents. After normal working hours, only emergency medical care can be provided.

House calls are not authorized except in the most unusual circumstances and then at the discretion of the Medical Officer or the duty medical officer of the day. Some dependents prefer to obtain the services of a private British physician who will also make home calls. This is at your expense.

Hospital care and consultation facilities are available at the USAF Hospitals at South Ruislip and Lakenheath. Arrangements will be made by the dispensary medical staff when referral to these hospitals is necessary. Details of the clinic appointment schedule and medical department policies are available at the dispensary.

All dependents who anticipate travel to the United Kingdom should arrange to obtain an International Certificate of Vaccination (PHS 731) before leaving the U. S. and should determine current regulations concerning necessary immunizations in advance of travel. Such information and the PHS 731 may be obtained from any United States military medical facility.

The Dental Department provides routine dental treatment to dependents of military personnel. The dental staff is small, and active duty military personnel have priority. Dependents, therefore, should have all needed dental work done before departing the U. S. Navy dental activities are not authorized to provide orthodontic care; however, this type of treatment is available from highly qualified civilian dentists at own expense.



"Miller learned a few things about seamanship when we visited Bombay!"

NAVY EXCHANGE AND COMMISSARY

The Navy Exchange is available to members of the Armed Forces, U. S. civilian employees, and dependents and other persons authorized by the Defense Department. Entry to the exchange is by I.D. card or ration card.

Ration cards (necessary when purchasing tobacco products, watches, clocks, cameras, and spirits) may be obtained in the Headquarters building, and are issued to all U. S. military and their dependents over 18 years old.

The Navy Exchange stocks a well balanced line of personal needs, household supplies, gifts, wines, spirits and sundry items desired by Americans overseas. A special order division is maintained to enable patrons to make such purchases as major household appliances they may need.

The commissary store, located adjacent to the Navy Exchange, offers a complete line of grocery items.

CHURCHES

London abounds with many old, interesting and historic churches. There are approximately 860 Anglican churches, 500 churches of other Protestant denominations, 188 Roman Catholic churches and 100 synagogues in and around the London area.

The Navy London chaplain provides Sunday School and conducts Divine Worship services for Protestant personnel and their dependents in the Navy chapel.

The chaplain's office, on the ground floor of the Headquarters building, will be pleased to give information or assistance to personnel who are seeking churches near their residence.

EDUCATION AND WELFARE

The General Military Training Office assists personnel with regard to adult education, including USAFI courses, University of Maryland extension courses and enrollment procedures for admission to the University of London and the many varied and valuable evening courses conducted by the London County Council Education Department, for which they may be eligible.

There is a U. S. Navy library in the Headquarters building and a USIS library at the American Embassy. Information concerning the

London Auxiliary of the Navy Relief Society and other welfare facilities is available in the chaplain's office.

SCHOOLS

Dependent schools are operated by the U. S. Air Force. Other categories of schooling available are British Council Schools (no tuition fee charged) and British private schools, which charge a tuition fee.

Your children may attend a British private school at government expense only if it is determined that a U. S. service school is not locally available or for some other valid reason, such as children requiring special training, i. e., retarded children. The maximum amount payable is subject to a limitation set annually by the Bureau of Naval Personnel.

Schooling in England is compulsory from the age of five years. If you have a child of this age he would automatically go to a British school, regardless of where you live, as the dependent schools do not take children of this age.

TRANSPORTATION

Public transportation in London is inexpensive and excellent. Buses are quite frequent and available to almost any point in the city until midnight.

The London underground system is one of the best in the world. Taxis are available on a 24-hour basis at rates comparable to those in any major U. S. city. Train service from London to other points in the United Kingdom is also frequent and inexpensive.

RECREATION

There are unlimited opportunities for recreation in London and the surrounding area. You may attend on any evening a variety of stage performances, cinemas, or concerts. Sight-seeing trips on your own or conducted tours are always enjoyable for London abounds with museums, art galleries, and historic buildings. Theater and concert bookings and tours may be arranged through the Special Services branch.

Sport facilities include squash courts, swimming pools, tennis courts, ice rinks, golf courses and bowling alleys.

The Special Services branch also supports organized athletic teams. Dances and other special functions are held periodically. The American

Embassy, adjacent to the Headquarters building, operates a cafeteria and dining room which serves luncheon and dinner each weekday.

The Columbia Housing annex serves breakfast, luncheon and dinner daily. Limited overnight and weekly accommodations are available for officers and their dependents.

Similar service accommodations are available for enlisted personnel at the Douglas Housing annex.

Check on This Latest List of New Correspondence Courses

Five enlisted correspondence courses have been issued and are available through the Naval Correspondence Course Center, Scotia, N. Y. Of the five, two are new while the others are revised courses. The five are:

- ECC Aviation Antisubmarine Warfare Technician 3 & 2 (Confidential), NavPers 91577, supersedes NavPers 91263 (10 assignments).

- ECC Photographic Intelligence-man 1 & C (Confidential), NavPers 91683 (10 assignments).

- ECC Communications Technician T. R. I. 3 & 2 (Confidential), NavPers 91567-1, supersedes NavPers 91559, NavPers 91567 and NavPers 91572 (nine assignments).

- ECC Torpedoman's Mate 1 & C (Confidential), NavPers 91299-1, supersedes NavPers 91298-A and NavPers 91299 (four assignments).

- ECC Gunners Mate "G" 3 & 2, NavPers 91355-2 (six assignments).

The officer correspondence course Supply Ashore, NavPers 10983-A6, has been discontinued.

Medical Courses

Officers and enlisted men of the medical department are eligible to order three new correspondence courses. The courses are:

- *Urinalysis, Gastrointestinal Contents and Endocrinology* (NavPers 10506).

- *Pathologic Anatomy Technique* (NavPers 10505).

- *Bacteriology and Mycology* (NavPers 10504).

Applications should be submitted on form NavPers 992, changing the "to" line appropriately, and forwarded via official channels to the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda, Md. 20014.

QUIZ AWEIGH

Here are a few of the many men who have left an indelible mark on the U. S. Navy. Their stories are well known to almost everyone who wears the uniform. But how's your memory for faces?



1. Although this officer was more famous as a scholar than a quarter-deck type, his writings on the importance of sea power as a decisive factor in warfare and diplomacy succeeded in changing the Navy. He is _____.



2. Shown here on vulture's row of a World War II aircraft carrier is the man who commanded *Hornet* during the Doolittle strikes on the Japanese homeland. Probably best known for his decision to "Turn on the lights" during the Battle of the Philippine Sea, he is _____.



3. One of the most famous of U. S. admirals, this man pursued an amazing career from the War of 1812 through the Civil War. He is _____.



4. The Navy's first great oceanographer, this officer earned the title "Pathfinder of the Seas" for his work with maps and charts during the mid-1800s. What was his name?



5. Fleet Admiral _____ served as chief of staff under two presidents, was once appointed as Governor of Puerto Rico, and was sent to France as ambassador.

Answers to Quiz Aweigh may be found on page 62.

LETTERS TO THE EDITOR

What Color Is Blue?

SIR: I would like to know why it's impossible to buy a set of dress blues that match. I guess it's too much to ask to have them match perfectly; I would be happy with a set that nearly matches.

Some people I have asked about this say the blues don't match because part of the uniform is new and the other part has been worn. This, of course, makes sense but I recently bought two new dress blue jumpers and one pair of blue trousers and neither of the jumpers matches any of the six pairs of blue trousers I own—either new or old.

These new jumpers are a peculiar shade of light blue that I haven't seen before. When I compared them to my other uniforms, I was ashamed to wear them.—E. D. S., DK1, USN.

• It is highly improbable that you, or any other sailor, will ever get a jumper and a pair of pants that match perfectly. This is because the government purchases uniform material from a number of producers. Each makes his cloth to certain specifications, and a small color tolerance is permissible.

To be sure of a perfect match between a jumper and a pair of trousers, both would have to be cut side by side from the same bolt of cloth. This, obviously, is not practicable.

Since the average sailor wears out three pairs of trousers to one jumper and the trousers are worn with both dress and undress jumpers, jumpers and trousers are sold as separate items.

If the uniform were sold as a unit, a matching color would probably be assured, but so many other problems would arise they would eclipse the benefits achieved.

You mentioned that your two new jumpers were a peculiar shade of blue. It sounds as though you may have grounds for complaint on this point. If the jumpers are so off-color as to be termed peculiar, you should report the matter officially to your commanding officer.

Your CO will make an official report to the Navy Clothing and Textile Office at Philadelphia. When you make your report, be sure you give your commanding officer the contract numbers.—ED.

Humanitarian Temporary Duty

SIR: I'm involved in a situation here and no one seems to know the answer. Currently I'm on humanitarian temporary duty. When I received my orders from my ship in San Diego, it was explained to me that I was not entitled

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

to any travel time, travel pay, per diem or dislocation allowance.

But what about my next assignment to my new permanent duty station? Will I be reimbursed for my travel expenses from this point to my next permanent duty station? And will my family be entitled to move at government expense when they travel with me to my next permanent station?—M. A. P., Jr., SK2, USN.

• Yes on both counts. As you already know, you were not entitled to transportation of dependents and household effects at government expense as a result of temporary duty humanitarian assignment. Nor were you entitled to a dislocation allowance.

But when you are assigned a new permanent duty station, your right to transportation of dependents, household effects and a dislocation allowance will depend on your orders.

This means that wherever your dependents and household goods are

QUEEN ELIZABETH Shafer poses with husband Kenneth, EA2, after she was crowned Seabee Queen at 23rd Annual Davisville Seabee Ball.



located when you receive your orders, the government will pay for their transportation to your new duty station. However, the cost cannot exceed the cost of that from your old permanent station to your new one.—ED.

Fuel Bag for a Gas Bag

SIR: While swapping sea stories with my fellow bo's'n's mates, I recounted an experience on *uss Allagash* (AO 97) at Newport, R. I., when we were the first Navy tanker to fuel a blimp at sea. It happened some time in 1956 or 1957.

We sent up only one 55-gallon bag of fuel before we called off the operation, but nevertheless we did transfer fuel.

Meanwhile, back at the bo's'n's locker, I had a hard time getting my mates to listen to me, let alone believe me. How about confirming my story for their benefit—V. J. B., BM3, USN.

• You ask us to do the impossible. We could never confirm that anyone was ever first to do anything. Rather, we are more of the opinion—as any reader who follows this column might be—that nothing was ever done first by anyone. How's that?

As a for-instance—which we usually find easy to provide in rebutting a first or "most" claim—we discovered that blimps had taken on fuel from ships at sea on at least a few occasions before the one you mentioned. On one of these occasions, we note casually, the ship involved was a Navy tanker. Graphic evidence of this appears on the front cover of *Naval Aviation News*, October 1951 and an article in *ALL HANDS* that same month. The photo shows the airship ZL-4 refueling at sea from *uss Pawcatuck* (AO 108).

We also know of at least three earlier instances of this operation. One occurred when the rigid airship *Los Angeles* took on fuel from *uss Saratoga* (CV 3) during a landing on board on 27 Jan 1928; another during tests of refueling from carriers at sea run by *Blimp Squadron 31* and *uss Altamaha* (CVE 18) in February 1944; and yet another—as reported in the July 1951 issue of *ALL HANDS*—when *uss Mindoro* (CVE 120) repeated the (by then) routine act.

What interested us most about your statement, however, was the bit about the 55-gallon bag. Sure, we know about the rubber sealed bin containers, and we recognize that it would be feasible to winch one up to a blimp, but what in tarnation did the blimp crew do with it after hauling it aboard? After all, a 55-gallon sealed bin container filled with the fluid weighs about 500 lbs.

We were so puzzled that we queried our friends in the Equipment and Materials Research Division and Logistics Engineering Branch of the Bureau of Supplies and Accounts. They too were puzzled, and without explanation, and agreed that the most likely way a blimp would be refueled would be by hose connection.

So we ask you, or anyone else: What did that gas bag do with that fuel bag?

Incidentally, while we were talking to the Busanda rep about fuel bags, he reported that a 13,200-gallon, sausage-shaped towable flexible fuel container might, in the future, be adopted for use by the amphibious forces.

One such container, about 100 feet long and five feet in diameter, was tested during maneuvers near Norfolk last year. It was towed by an M boat, and used to refuel a Marine fuel farm ashore.

We were reminded too of the 50,000-gallon fuel bag which the Navy sank in the Gulf of Mexico in 1960. This operation was a test of submersible fuel caches, and was successful over a five-month evaluation period.

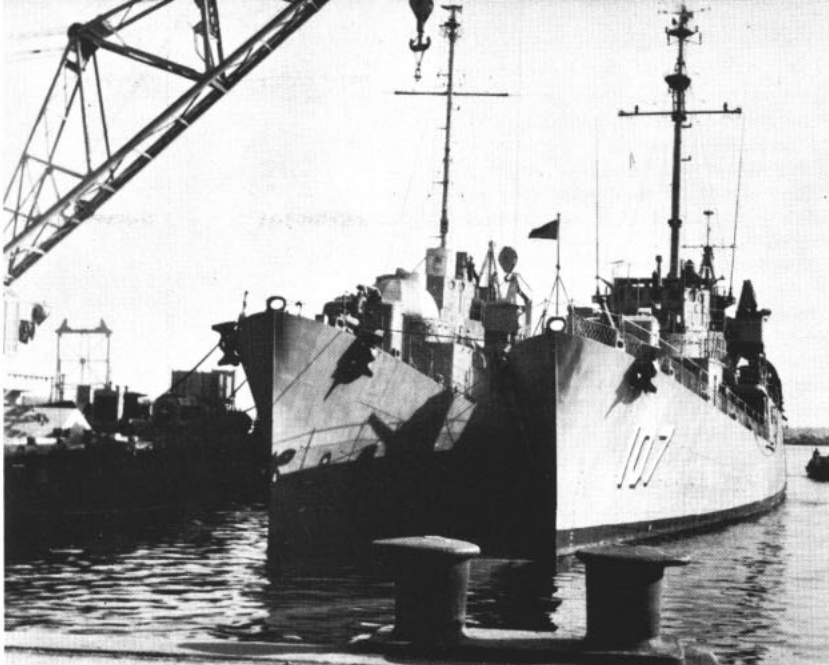
The specially constructed rubber bag was held in place with an underwater steel framework and piling construction, with the bag suspended in the cradle by nylon webbing.

There might be a great future for gas bags in the Navy.—Ed.

Ship's Seal

SIR: Recently I was asked to obtain a Ships Seal for the legal officer of this command. Now the personnel office has one. As a matter of interest I wondered how many ships seals a command is allowed, or if there were any restrictions.

I asked numerous sources and checked many publications but I was unable to come up with an answer. I've read



TWO SHIP CREW—USS Earle B. Hall (APD 107) is tied alongside USS Kirwin (APD 90) at Orange, Texas, as crew ready Kirwin to replace seaworn Hall.

something on this somewhere but I can't recall where. Quite possibly I overlooked it. Can you help me on this?—R. E. M., YN3, USN.

• Before we tackle the subject of ships seals, we would like to pass on a little information concerning the official Navy Department Seal. This is in the custody of the Judge Advocate General who, if you'll pardon the pun, uses it judiciously. Nobody else, not even the Chief of Naval Operations, is in possession of the official Department of the Navy Seal.

Now, there are seals other than the departmental seal within the Navy. So far as we know, each commissioned outfit has one. These seals are issued through normal supply channels.

According to the Judge Advocate

General's office, there should be only one ship's seal in use at one time. That seal should be in the possession of the commanding officer or a person he designates. There should be no occasion for several seals to be in the possession of and used by several people.—Ed.

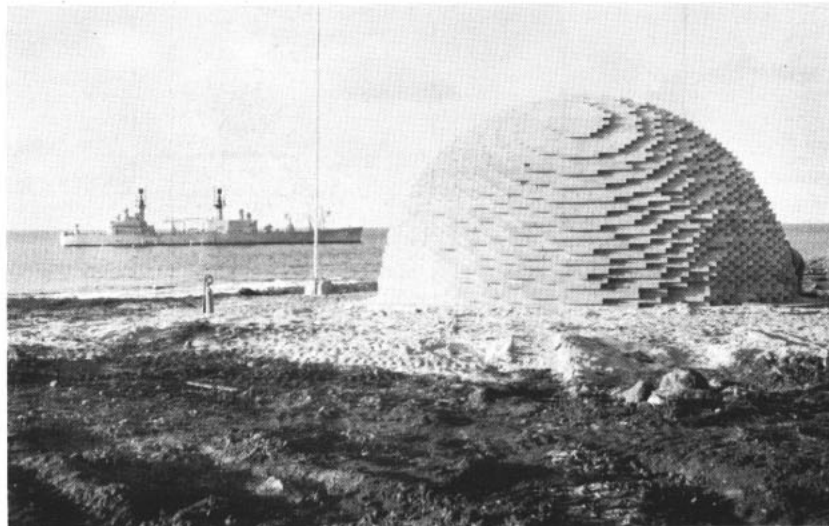
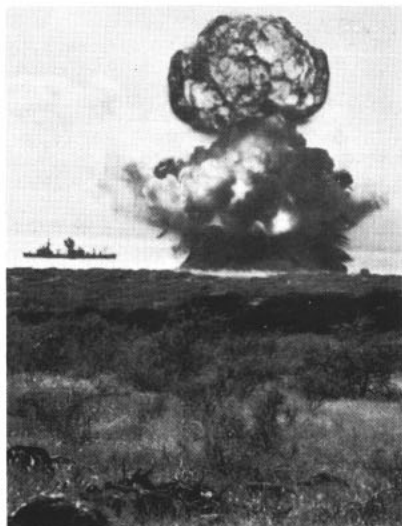
Use Your Head to Solve Problem

SIR: Does an enlisted man remove his white hat when he is in a public building, such as a hotel lobby?—K. H., QM1, USN.

• Technically, it depends. Practically, sometimes. Usually, a definite maybe.

The question of where and where not to wear a white hat comes up from time to time. To this particular query: Since the hat is a part of the naval uniform, it is appropriate for it to be

EX-LIGHT cruiser USS Atlanta (now IX 304) was refitted for Operation Sailor Hat in Pacific. Array of radar and recording devices was installed to measure blast resistance. Crew stayed aboard for two of three planned blasts.



LETTERS TO THE EDITOR (Cont.)

worn in elevators, hotel lobbies and other public places.

However, if an enlisted man is in company with civilians or other military men who for sufficient reason have removed their hats, it would be appropriate for him to remove his. For instance, if you were planning to pass through a lobby and into a restaurant you might check your hat at the entrance to the hotel.

Most questions concerning white hats may be solved, however, simply by using your head.—Ed.

Learn Something New Every Day

SIR: I want to call your attention to a statement that appeared in your April issue in the story about USS *Markab's* slot car race track.

Markab has been many things; a merchant ship, an AKA, an AD and an AR, but we never knew we were an AS until reading your article. Thanks for the information.—A. W. T., JONN, USN.

• Thank you for setting us straight. A check of our source materials shows that you are correct. *Markab* is indeed an AR, although she has served creditably as a Maritime Commission cargo ship, an attack cargo ship and a destroyer tender.

You are also to be commended on your astute reading ability, since the April issue you mention was still on the presses in Philadelphia when you wrote, and you were in San Francisco. Would-be nit pickers may find the statement in question on page 41 of their March issue.—Ed.

Tennessee and the Better Life

SIR: In your March 1965 issue USS *Markab* (AR 23) was reported as receiving a cake for having a slot car racing track aboard ship, slot cars being small electrically motored models. So give them a cupcake, to be sure, but get ready a chocolate-frosted, five deck-



HANDSHAKE—Commander Jack H. Harris was returned to USS *Coral Sea* (CVA 43) by rescue forces after his plane was hit over North Vietnam.

er job for the shade of the old battlewagon *Tennessee* (BB 43). Back in the Old Navy. . . .

When we were readying *Tennessee* to join the Fleet in 1920-21 the wardroom officers made a number of decisions concerning how best to equip their quarters for comfort and diversion. One decision led to the purchase and installation in the wardroom mess space of a hand-and-foot operated piano player complete with a large library of music rolls. You see, in those days widespread radio broadcasting had just not happened yet.

The pianola is not, however, the reason for my pastry nomination. That rests upon another decision made by the mess.

There was, besides the principal mess space, a smaller compartment fitted as

a sort of auxiliary wardroom or lounge. This smaller space seemed to call for something to fill it, and we decided the something should be—reef your mainsail—a pool table.

Now an ordinary pool table is carefully leveled, of course, so you can imagine a pool table aboard a rolling, pitching ship. Anyway, we bought and installed a standard table. The long dimension was placed fore and aft and the legs were mounted on screw jacks. Gyro stabilizing, power-operated, might have been a wonderful way to keep the pool table stable, but we decided the Navy might frown upon the liberation of the necessary items.

Even so, it didn't work out badly, and while we remained in the Brooklyn Navy Yard a carpenter's level showed that our pool table could almost meet tournament specifications. We derived considerable pleasure from it.

Our chaplain, however, found it a mixed blessing on at least one occasion. He was visiting in the yard and told a salty old commander *Tennessee* sported a pool table. The commander thought he was having his leg pulled, by a chaplain no less. The chaplain right then had a short but emphatic course on some very salty phraseology.

When we finally put to sea we were pleasantly surprised to find a great deal of the time our battlewagon was steady enough to permit a reasonable game of pool, both at anchor and while underway. And when the weather was really rough, and pool was impossible, we still had a small diversion left. We simply closed all the pockets except one, lined up the balls across the table, and guessed which one would roll into the pocket first.—L. Wainwright, CAPT., USN (Ret.).

• Fine yarn, Cap'n. It's always interesting to hear stories and learn something new—and in this case, unusual—from the battlegang corps.—Ed.

READY FOR SEA—USS *Galveston* (CLG 3) steams from harbor for sea trials after overhaul at Long Beach shipyard.



Where Is Half-Mast?

SIR: There seems to be some confusion in regulations concerning the display of the national ensign at half-mast. We would appreciate ALL HANDS' comments.

An amendment to Public Law 623 states that the term half-staff means lowering the flag to one-half the distance between the top and the bottom of the staff.

DNC 27, Article 115.1, and Navy Regulations, article 2168.1 both state: "In half-masting the national ensign it shall, if not previously hoisted, first be hoisted to the truck or peak then lowered to half-mast. . . ."

The *Landing Party Manual*, Article 3-21, defines half-mast as: "... the middle point of its hoist opposite the middle point of the mast. . . . The middle point of a mast with a yardarm is midway between the truck of the mast and the yardarm."

It also states: "Technically, an ensign at any position other than at the truck of the mast is half-masted."

This seems to me to be going a bit far. I have discussed the subject with several officers and chiefs, each with many years of service, and have found only one who agrees with the LPM. Can you shed any light?—W. M. T., SMCA, USN.

• "Navy Regulations" is the authority in half-masting the national ensign. Chapter 21, Sections eight and nine, contain information on the subject which is restated and amplified by DNC 27 and the "Landing Party Manual."

When there is a conflict between DNC 27 and the "Landing Party Manual," DNC 27 takes precedence.

In this case, DNC 27 is somewhat ambiguous and it is now undergoing a revision which will correct the ambiguity. The new edition of DNC 27 will state:

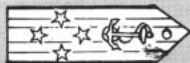
"For an unguyed, single piece flagstaff, the half-staff position is the point where the top of the hoist portion of the flag is halfway between the peak and the foot of the flagstaff.

"For a guyed flagstaff or a flagstaff with a crosstree or crossarm, the half-staff position is the point where the top of the hoist portion of the flag is halfway between the peak of the flagstaff and point of attachment of the guy cables or the position of the crosstree or crossarm."—Ed.

Both Are Right

SIR: According to your many Seavey/Shorvey articles, a man's transfer date (once he's on Seavey) depends upon his active duty base date and the availability of a billet in the area of choice.

My active duty base date is June 1949. I was on the last Seavey and expected shore duty about in the middle of the segment (July, August or September 1965). My choice of duty was instructor in areas where there are quite a few



FOUR STAR FORUM



Suppose You Were CNO for Sixty Minutes

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters.

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

billets for my rate. This should have helped me move up even further on the Seavey.

Instead, the monthly PAMI sheet indicated I would be moved ashore in January 1966, the last month of the Seavey.

I checked with BuPers assignment section and they informed me they could not transfer me earlier because EPDOLANT would not release me until January 1966. EPDO said I would not be released for shore duty until the last month of the segment because everyone else was ahead of me.

Furthermore, EPDO told me the active duty base date had very little to do with Seavey. They base their release dates on sea duty time.

Who's right, BuPers or EPDOLANT? Do they have two different instructions to

follow? It seems to me EPDOLANT has the say as to when a person will be transferred and they go by time at sea, not active duty base date.—A. H. T., ATC, USN.

• Difficult question, since neither of your sources is wrong.

In trying to maintain stability within Fleet aviation activities, a program has been developed whereby group IX ratings are assigned, upon becoming eligible for Seavey, an Estimated Month of Loss (EML). The EML in your case is January 1966.

The entire point is to give you enough time at sea to get something done. Three years in your case. If some sort of stopper were not put on ratings which have long shore and short sea tours, the turnover might make it rough for the Fleet.

In other words—your transfer ashore is, as we said, based on active duty base date plus choice of duty, unless such criteria would cause your transfer to come before your EML.

In your case, approximately three years' sea duty will occur in January of 1966, and at that time transfer will depend upon your active duty base date and duty preferences.—Ed.

Tecumseh at the Academy

SIR: I hate to question the logic of the midshipmen at Annapolis but . . .

According to my encyclopedia, Tecumseh was not exactly a boon to the Union. In fact, as a Shawnee chief he

Pay Records

SIR: I would like to know if there is a regulation which states that all money due a person must be drawn off the books at the end of the calendar year because these items can't be carried over to a new pay record.—F. C. F., DC1, USN.

• The regulations don't say this must be done but they do say that, if possible, all members will be paid in full on 30 June and 31 December so that unpaid amounts will not be carried forward to the new Military Pay Record. It's simply a matter of neat accounting.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the

Editor, **ALL HANDS** Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **uss Bunker Hill** (CV 17)—A reunion is being planned, with time and place to be designated by mutual consent. Write to Edward O. Bedsole, P. O. Box 1323, Mobile, Ala.

• **uss Concord** (CL 10)—A reunion is being planned for the mid-west area this summer. Contact W. J. Watts, BMC, USN, U. S. Navy Recruiting Station, Federal Building, Room 315, Dubuque, Iowa.

• **uss Cony** (DD 508)—A reunion is scheduled for 3-4 July. Write to Anthony M. Mollica, 52 Edgewood Drive, Poughkeepsie, N. Y.

• **uss Gleaves** (DD 423)—The 12th annual reunion is set for 23-24 July. Contact Roland Bedwell, 43-21 Union St., Flushing, N. Y.

• **uss Peiffer** (DE 588)—The

eighth annual reunion is scheduled for 23-25 July. Contact Captain T. N. MacIntyre, 102 Ivy St., Oyster Bay, Long Island, N. Y.

• **uss Washington** (BB 56)—The seventh reunion is scheduled for July. Write to Harry Midkiff, 483—12th St., Brooklyn 15, N. Y.

• **96th Seabees**—The fourth annual reunion in Galveston, Texas, 13-15 August. Contact Gus K. Solarski, 602 Piney Point Rd., Houston, Texas.

• **V-5, V-12, Idaho State University**—Those enrolled in the program, then at the University of Idaho, Southern Branch, from 1943 through 1945 are invited to a reunion 18-20 June. For details, write to William J. Ryan, Alumni Association, Campus Box 40, Pocatello, Idaho.

why—easier to pronounce, perhaps?) and christened it the "God of the 2.5". It wasn't long before plebes were required to salute it, and nobody, but nobody, failed to toss a penny in that direction when en route to an examination or the Army-Navy game.

By the late 1920's the original "Tecumseh" was showing the cumulative effect of wind and weather, so the class of 1891 provided funds for the replica which stands at Bancroft Hall today.

No one will say exactly why the students renamed the figurehead—but our encyclopedia included something yours evidently failed to mention. Tecumseh was noted for clemency toward prisoners and his noble fighting qualities.—Ed.

(Note: Your views on the Shawnee chief are evidently not shared by those who are responsible for naming Navy ships. SSBN 628, recently launched, was christened Tecumseh—and as everyone knows, FBMs are named for distinguished Americans.—Ed.)

Good Work Can Be a Family Affair

SIR: Here at CINCPACFLT headquarters in Hawaii we've been wondering just how often a member of one of the services receives an award ordinarily peculiar to another service—and it's presented by an officer of still a third service.

Such was the case here when Major Lester W. Hall, USAF, a CINCPACFLT staff officer, was awarded the Army Commendation Medal. The medal was presented by Rear Admiral Luther Heinz, a deputy CinCPac chief of staff.

We don't say it's a "first." Similar presentations have been made at this unified command a number of times over the years.—D. K., JOC, USN.

• We've no idea how often it happens, Chief, but we've got a feeling you're about to find out.—Ed.

tried to organize the Indian tribes into a confederacy to protect them from the encroachment of white settlers. Unfortunately—for him—his partner Tenskawatawa (The Prophet) was defeated at the Battle of Tippecanoe and the entire organization fell to pieces.

Later, Tecumseh joined the British in the War of 1812 and was commissioned a brigadier general in His Majesty's Army. He subsequently directed many skirmishes and took an active part in the siege of Fort Meigs. Finally, on 5 Oct 1813 he was killed in action while fighting Harrison on the Thames River.

Why in the name of the Great Sea God is Tecumseh a hero at the Naval Academy?—R. P., DMC, USN.

• Good question, particularly when

you consider Tecumseh really isn't Tecumseh after all.

During the years 1874 to 1876, a number of figureheads from old men-of-war were brought to the Naval Academy for their historical and artistic value. Most of the wooden sculpture was placed indoors for decorative purposes, but the figurehead from **uss Delaware** was mounted on a stand and set outside.

The figurehead did not represent Tecumseh, but a chief of the Delaware Indians, Tamanend.

During the years which followed the middies passed under the sphinx-like stare of the wooden face when they marched to and from classes. They were soon calling it Tecumseh (no one knows



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DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ CORRADI, PETER, Rear Admiral, CEC, USN, as Chief, Bureau of Yards and Docks, and Chief of Civil Engineers of the Navy, from February 1962 to March 1965. He was instrumental in attaining increased responsiveness in the construction of modern facilities required in direct support of Navy weapons systems. As designated Single Executive for Facilities Maintenance and Utilities Operations for the Naval Shore Establishment, RADM Corradi made great strides in improved management. His leadership within the Navy's facilities organization, his direction of the construction program in Southeast Asia, and his relationship with the construction industry and the civilian community are of the highest caliber.

★ GRIFFIN, CHARLES D., Admiral, USN, as Deputy Chief of Naval Operations (Fleet Operations and Readiness) from December 1961 to June 1963. The readiness and proper deployment of U. S. Navy forces during the Cuban quarantine were a major concern of ADM (then VADM) Griffin. His perception and understanding, both of possible measures available to our forces and of the likely response to be expected of our adversaries, enabled him to discharge his responsibilities during this crisis with great skill. Under his leadership, the concept of specially trained counterinsurgency teams was developed, and the first Sea Air Land (SEAL) teams were established. He also helped introduce into the Fleet such important contributions as the Automatic Air Intercept Control Computer, Drone Antisubmarine Helicopter (Dash) weapon system, P3A Orion patrol plane and Fleet Computer Programming Centers.

★ SCHOECH, WILLIAM A., Vice Admiral, USN, as Commander Seventh Fleet from October 1961 to November 1962. VADM Schoech's dedicated approach to the complex problems associated with the maintenance of the Seventh Fleet as an instrument of national policy was responsible for the ready response of his forces to the many emergencies which arose in Southeast Asia and other Pacific areas. The heightened military action

in Laos in May 1962 was one of the major crises to be faced by the Seventh Fleet under his command. The prompt response of U. S. forces to requests from the government of Thailand for assistance was made possible largely due to his foresight and determined action in insuring the readiness of his forces to meet any challenge, and prevented a potentially explosive situation from becoming uncontrollable. VADM Schoech's personal concern for the welfare of personnel involved in this operation led him to make repeated visits to the various groups which constituted the expeditionary unit. Further evidence of his interest in the well-being of his men is shown by his personal inspection of the Quemoy Island defenses. He exerted every effort to improve the close liaison and collaboration on problems of mutual interest to the members of the Southeast Asia Treaty Organization (SEATO).



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

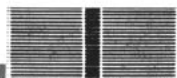
★ BLACK, JOSEPH D., Rear Admiral, USN, as Chief, Military Assistance Advisory Group, Norway, from August 1963 to January 1965. During this period, RADM Black performed varied and complex duties of great importance to the United States. Under his guidance, his staff effectively executed all aspects of the U. S. Military Assistance Program to the enhancement of the posture of the military forces of Norway and of the North Atlantic Treaty Organization. RADM Black contributed significantly to the attainment of U.S. military assistance objectives in Norway.

★ CRUMPACKER, JOHN W., Rear Admiral, SC, USN, as Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy from 24 May 1961 to 8 Jan 1965. The many and varied programs conceived, developed and implemented by RADM Crumacker during this period have improved the responsiveness of the Navy Supply System to the needs of the operating forces. Among these programs were the automated materials handling systems, materials handling equipment, "Operation Light Pack," Navy subsistence and Methods Engineering program.

★ GALLOWAY, CALVIN B., Rear Admiral, MC, USN, as commanding officer of the National Naval Medical Center from 31 Jul 1963 to 31 Jan 1965. RADM Galloway distinguished himself and brought credit to the Navy by the conception, initiation and pursuit of management procedures which resulted in the awarding of a Presidential Citation to the Naval Medical Center for significant economy and efficiency. Through a cost reduction program which resulted in savings of \$361,925 in five Department of Defense cost areas during 1964, he created funding for expanded and improved living, welfare and recreational facilities for personnel, and provided expanded and improved patient care facilities.

Gold Star in lieu of Second Award

★ RIVERO, HORACIO, JR., Admiral, USN, as Commander Amphibious Force, U. S. Atlantic Fleet, from October 1962 to September 1963. During the Cuban crisis of October 1962, ADM (then VADM) Rivero assured the readiness of the Atlantic Fleet Amphibious Force to react swiftly and decisively at any time and place required. His strategic positioning of forces in the immediate areas of tension, while maintaining maximum readiness posture in other important areas of the Atlantic Command, contributed materially to the effectiveness of the powerful deterrent force which, because of its very existence, was never used.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ASKLAND, JON A., Lieutenant, USNR, as a member of the U. S. Naval Advisory Group, U. S. Military Assistance Command, Vietnam, and as principal advisor to the commanding officers of seven LSIL/LSSL type ships of the Vietnamese Navy from 5 Aug 1963 to 30 Aug 1964. Participating in numerous patrols, many in the face of hostile gunfire, LT Askland displayed intelligent and dedicated leadership, winning the respect and admiration of the Vietnamese by his courage and determination under fire. The effectiveness of his performance of duty during this period is attested to by the high degree of combat readiness of the Vietnamese Navy's LSILs and LSSLs. The Combat Distinguishing Device is authorized.

The Personnelman: His Job

In an earlier issue of ALL HANDS, during the course of a somewhat lengthy article on Seavey-Shorvey, there appeared the following statement:

"Thanks to the capabilities of today's electronic computers and data processing machines, the Chief of Naval Personnel is able to keep the entire Fleet advised of the rotation status of each Navyman. For example, if you are not being considered for reassignment under Seavey, you may find out why simply by checking the Enlisted Distribution and Verification Report (NavPers 1080-14), which is sent to your command each month.

"It is possible, therefore, to check your status each month—right at your own command. You may correct any situation which might prevent your rotation, such as insufficient obligated service, or an error contained in your processing data."

This seemed to the staff and to the "cognizant" people who checked the article at the time to be a reasonable statement.

It didn't appear at all reasonable to T. A. M., PN2. With considerable heat he demanded to know why ALL HANDS felt it incumbent to tell the Fleet his business and asked: "Why are so many tools of the trade exposed to every sailor in the Navy? Is there a lack of trust in the personnelman?"

T. A. M.'s letter was passed around to a number of people for comment, and the general consensus was that they did not go along with him. When his letter was published, we used the analogy of the bank account, suggesting that he would become rightfully suspicious of any bank that suddenly stopped sending him a regular statement. The response from the Fleet, pro and con, was tremendous.

SIR: The letter by T. A. M., PN2, in February ALL HANDS (page 28) was a fine presentation of a very real problem with those of us out in the Fleet. As you suspect, there are a great many of us who feel exactly the way T. A. M. does . . . I would say about 99 per cent of us personnelmen.

Your reply astonishes me, particularly your reference to answers from the Fleet. I know what these answers will be, and I hope T. A. M. has a thick hide, as I can just hear certain soreheads sharpening their knives now—at your invitation. I can also see my best PN3 thinking some new thoughts about his possible (but not very probable after today) reenlistment this summer.

Let's face it, the average sailor doesn't understand computer-processed docu-

ments, nor can he find what he wants in the many pages of governmentese in the various manuals and directives. By the time one of the crew has spent a half hour or so going over this and that in my office, I can plan on spending another half hour clearing up his erroneous impressions.

It takes me several months to train a striker to the point where he can be trusted to read the 1080, 1A cards and so forth and to interpret what he might need in BuPers Manual and the Transfer Manual. At this point I can let him handle the simple, routine stuff, because he has enough awareness of what he doesn't know so he'll refer the tricky cases to someone with more experience.

ALL HANDS seems to have a much better training system. Ten or 15 minutes of reading qualifies a Navyman to come down and check the 1080. Another few pages and he can check his rotation data card (after I show him what it looks like), and in less than a month he's qualified to come down, borrow the Transfer Manual and prepare his own request for transfer. I even had one man who became so well qualified he chewed me out royally because I got him removed from Seavey by some stupid mistake—his code on the 1080 changed from the magic 20 to 30!

Certainly, I know chowderheads wearing PN rating badges, and I have seen a lot of men miss out on good things because of them. I have also had miserable meals, once waited over four months for a periodic pay increase, have had several thousand gallons of water dumped in my office and have suffered other inconveniences—great and small—from mistakes from the other 60 odd ratings.

So, should I watch the cook measure the paprika, demand to check my pay account each month, terrorize my friend the Oil King constantly, and generally watch out so nobody ever does anything wrong which might affect me? Pretty soon I may be doing their jobs, as they'll all be here in the personnel office doing mine.

I suggest that ALL HANDS should go back to publishing the things the men really want and need, such as the ever-popular listings of where the various billets are. Beyond this, let well enough alone—those little snowballs you start up there at the top are a lot bigger when they get down here.—T. W. B., PNCA, USN

SIR: I am shocked that a personnelman could complain about the information published in ALL HANDS.

I would like to go on record as saying that ALL HANDS may continue pub-

lishing as much info as they deem fit about my job. I don't doubt that T. A. M. is interested in his job and helping his shipmates, but I think he is letting a little personal inconvenience enter into the picture.

There are times when my shipmates come to the door of my office and ask about the 1080 and I find I'm rather tied up at the time. I solve the problem by simply asking them to return after working hours, when I'll have time to explain it. I agree with the editor when he says each and every man should be interested in his career, and the 1080 holds an awful lot of critical information.

In reading T. A. M.'s letter I can't help but feel he's not so much concerned with what ALL HANDS publishes, but more with the added work it causes him. I've never found a Navyman yet who tried to cross-examine me about my work. On the contrary, I've found most men ask sensible, well-founded questions—often inspired by ALL HANDS articles. This helped, rather than hindered, me in the performance of my duties. It's better by far than having a man come to me with only a hazy idea of what he wants, forcing me to spend valuable time trying to understand his wishes.

In the long run, the better informed the men, the easier my job.—R. L. F., PN1, USN.

SIR: I will have to agree with T. A. M. on some points, and with ALL HANDS on others. But mostly I'm on T. A. M.'s side.

So all right. I bring a guy up to my office and let him look through my Enlisted Transfer Manual and waste two hours explaining to him what the different codes are. And every month when my BuPers Report 1084-14 comes in there are five or six guys up at my counter wanting to see it. Of course I have just a couple of things to do, like sending the entire squadron on deployment, cutting TAD orders, trying to get my enlisted and officer diaries done, and a million other things. So, just when I am busiest, someone pops up and says, "Say, what does block 28 mean?"

I usually take time to tell him.

On your point I will agree to a certain extent . . . what we do in the personnel office is somewhat like banking, and the man is certainly entitled to know what is going on—but my policy has worked out pretty well until you wrote your article urging them to check the BuPers Report 1080-14. Before, when something of note came in on a new 1080 I'd make it a point to notify the man personally (not by messenger, phone call, etc.). I'd have him

Is Important to the Fleet

come up to my office or I'd look him up and tell him what the change was, but I don't like to have these guys standing around at my counter every month asking me if their "programed loss month" changed or if their Seavey status has changed.

When it changes I'll notify them. These characters who come up here every day bug me. I wonder if they're not just trying to skate from their shop or something. They remind me of the guy who's in my office two or three times a week asking how much leave he has on the books.—K. F. S., PN1, USN

• See below.—Ed.

SIR: In reference to T. A. M.'s objection to uncovering his trade tools, I hasten to point out that the Navy long ago abandoned the concept that enlisted men can be left in the dark. I wholeheartedly endorse the approach that well-informed sailors make for a stronger Navy. What better way than revealing the professional secrets? In fact, why not include in the training program a tour through the various offices (including the personnel office) with an explanation of the various functions? In the long run, wouldn't this reduce the time spent in answering questions and, more important, wouldn't it bring about a greater appreciation for the work done by the specialists.

I do commend T. A. M. for his attitude when he states, "The most enjoyable part of my job is . . . being able to assist him . . ." Hopefully, this is true of a lot of personnelmen. However, I suspect nearly every sailor has been exposed to a personnel office encounter which leaves him feeling all he got was a ration.

I hope T. A. M.'s letter will be read by all personnelmen, who can indulge in some serious critical self-analysis to ensure that they emulate this approach to the myriad questions which the personnel office receives.—D. E. D., LCDR, USNR.

• Thank you sir. You'll be happy to know you share a majority opinion, albeit there's a good percentage on the other side. Let's continue.—Ed.

SIR: At first glance it would appear T. A. M. just might have some right to complain about ALL HANDS disclosing his so-called trade secrets. But after more consideration, I begin to wonder if it is not possible that T. A. M., who expresses such pride in his chosen profession, might not have doubts as to his ability to perform the tasks of his rating.

I feel any information which can be given to the personnel with whom we

are associated will be of benefit both to the Navy and to the Navyman. There have been several occasions in my squadron of personnel requesting information based on items which had appeared in ALL HANDS.

As to the objection to the personnel in a command requesting permission to inspect the *Enlisted Transfer Manual*, who has a better right to inspect a manual which is so important to career plans? The more information we can furnish a man concerning his own rights and benefits, the easier our work becomes.

Perhaps T. A. M. should re-evaluate his ideas concerning the reasons for having personnelmen in the Navy in the first place.—C. W. H., PNC, USN.

• You're certainly not alone in your opinion. But then, no one seems to be on this particular subject. See below.—Ed.

SIR: After spending a total of close to nine years as a personnelman aboard destroyers, I've found an open door policy, with a few exceptions (such as when I'm crediting leave or entering semi-annual marks) makes the majority of people happy. And that, I believe, is what I am here for.

When a man goes to the barber shop he usually wants a haircut. When he comes to the personnel office he usually wants information—not to cross-examine the PN or YN. A personnelman is in a service rating, and the men will judge him by his performance.

After having the misfortune of inheriting a ship's office which had formerly been run by a PN1 who knew the book but also put himself up on a pedestal, I had to start from scratch and inform the crew of the many varied programs and opportunities open to them.

I'm sure T. A. M.'s command has a training program. He might be able to stay up on his soap box without losing face by utilizing the program. Why not, for instance, start a daily article in the POD publicizing the many different programs, opportunities and benefits available to Navyman? He could also schedule himself to deliver some good, pertinent information to the senior men from the various shops and divisions and let them help him to get the information to the men. This might keep him from being "bothered" by people who come up to apply for something for which they're not eligible.

T. A. M. didn't go into very much detail on the Seavey/Shorvey cards. Why not make up a list of the code letters for the various naval districts? Then at least the men could know if their selection is for the district of their

choice! The difference between G and H (one key apart on the typewriter) is the difference between Key West, Fla., and Carlsbad, New Mexico. Even T. A. M. could make a mistake like that.

When T. A. M. reads the many replies I know he'll get, I suggest he evaluate them all and complete one of the petty officer self-evaluation sheets from the current leadership manual and see how he shapes up. Do it honestly, T. A. M., both before and after you have taken some of the good advice I know will be forthcoming.—G. R. R., PNCA, USN.

• One thing's a cinch. He can't possibly take all the advice.—Ed.

SIR: Your analogy concerning the professional secrets of a personnelman, which was so smugly put forth, seems to be quite full of flaws.

You said, "each one (form) represents a portion of a man's life, his job and his pay. Why shouldn't he be interested?"

Well, I am deeply interested in the proper performance of the guns and missiles of my ship, because if they don't work right I might not live—hence I won't have any career to speak of. Your insinuation means I should go to the missile house and make an inspection, ask everyone how he works and read the manuals to insure proper operation. I should make a daily inspection of the galley, because improper preparation of food and dirty pots and pans might give me food poisoning. I should make a thorough inspection of the boilers in engineering to insure they are in top condition, because one day speed might be necessary to escape from a torpedo. So, why shouldn't I be interested in these things?

I am. But I also place a little trust in the men who operate and control my ship.

We have inspections regularly for the chow hall, boiler rooms, missiles and so forth. We also have admin inspections for the YN/PN mode of operation. We have record checks every September and when a man reports on board or leaves. And we usually—if not always—work a little longer and, likewise, a little harder on board ship than do some other rates, though not necessarily all (contrary to popular belief). If every man on a destroyer decides he needs a tour through the office to inspect the 1080, read the *BuPers Manual*, instructions and notices and the *Transfer Manual*, a continual disruption of the ship's work will result. We will not be able to keep our heads above the choking point and the paper war will be lost.

If you recommend that everyone

check the 1080, read the *Transfer Manual*, *BuPers Manual* and other assorted material, please send us more copies to put in the library with instructions for use. Nothing can be more discouraging than to have someone borrow a tool of the trade and forget to return it or tear out a crucial page.

In conclusion, we have enough work to do without playing nursemaid to those we work for. PODs, ALL HANDS and other Navy publications are readily available. If they were read and digested, and the average Navymen placed a bit more trust in the YN and PN, our jobs would be much easier and we could give better service to all.—T. G. C., YN2, USN.

SIR: After reading the article "Should the Work of Personnelmen Be Considered a Professional Secret?" I could hardly help but wonder if T. A. M. hasn't outlived his usefulness as a personnelman. His claim ALL HANDS is interfering with his job reflects the hypocrisy of his (and my) rating. The articles pertaining to the different aspects of PN work help Navymen understand what we PNs are doing and reduce the need for us to explain the minute details of personnel distribution.

Helping the men is our primary job. Showing a man the 1080-14, explaining what the codes mean, or finding an article in the *Enlisted Transfer Manual* or *BuPers Manual* to answer a man's question should be regarded as an opportunity to help a shipmate. It is also our duty. It is hardly a matter for debate, much less something to become upset about.—P. E. A., PN1, USN.

• See above. And below.—Ed.

SIR: T. A. M. appears to be an empire builder. It is very sad to see his empire has been crumpled.

Apparently he likes people. True, that's one of the qualifications for success in a ship's office—but it takes more than just liking to shine before others and have them admire you. Everyone likes that. It takes the ability to project yourself into the other person's mind, to see things from his point of view, and to understand his feelings.

Duty in a ship's office requires plenty of patience. If you have patience, you can answer those endless questions which do not appear important at first glance, and do it with ease. But if you're impatient you're likely to antagonize the troops.

T. A. M. feels he knows the answer (or where to find same) for any problem. He is setting the stage for trouble. No one knows that many answers. No two cases are alike, and many will present baffling problems even to the most capable. So, if he's cocksure he is likely to make wrong judgments and further antagonize everyone concerned.

As for the mass raids on the ship's

office after ALL HANDS published the articles in question . . . the crew members were not taking advantage of a privilege but rather exercising their responsibility. Each person in the Navy is responsible for keeping himself informed. When he gets wind of something new, he should find out if it affects him in any way. If it does, he should pursue the subject.

Finally . . . it's a big Navy, bigger than anyone can properly keep under his thumb. So I believe it's best to circulate the general information—the more the better—and don't wait for ALL HANDS and other publications to do it.—B. L. L., YNC, USN.

• Let's continue.—Ed.

SIR: I believe ALL HANDS exists for the benefit of all Navymen, and one very effective way of achieving this is to "reveal the tools of the trade." That gives the average guy a chance to keep up with the latest developments.

We in the administrative field have a continuing obligation to disseminate any and all information regarding personnel matters. Often, we are the only link between directives and interested Navymen.

It is absolutely necessary for this information to be made easily and readily available, and not hoarded by a pompous personnelman/yeoman who desires to justify his existence.

Frankly, I don't mind Navymen knowing about my job. It's been my experience that if there is a lack of trust in a particular PN it's only when the ability, efficiency and integrity of the PN is questionable.—K. W. L., YN1, USN.

SIR: In regard to T. A. M.'s letter, I'd like to put in my two cents' worth.

Every Navymen has the opportunity to view his service record when he is received, transferred, reenlisted and when he verifies his service record every September—not to mention all the times he pops in to find out what his last semi-annual marks were, or his leave balance and other various reasons.

No report, letter, Seavey/Shorvey card or other correspondence can be prepared without obtaining the information from the individual's service record.

I can understand a man's desire to know what is happening to him, and to those people with legitimate questions I like to give all the information and help I can. But, as most PN, YN and DK Navymen know, there is always the one crank who is constantly badgering and probing to find out whether a mistake has been made by the office whenever the situation doesn't go just right for him. They have to see to believe, such as information on the 1080.

Then, when we do break down and

show the 1080 to him he can't make heads or tails of it anyway and half the morning is spent explaining the meaning of every column and number.

Such nonsense is very time consuming and cuts down on work output, which brings about still another common gripe—why do we "racketeers" take so long to get something done? I imagine half my day is spent in conversation of one form or another, half of that unnecessary.

Let me ask: Should I run right to the cook if chow tastes funny one meal? Should I have him explain the whole operation to me so I know where the mistake was made? If I did, I wouldn't wonder why it takes so long for chow. I'm afraid I have to agree with T. A. M.—G. A. D., PN3, USN.

SIR: I do not claim all PNs are inefficient, but the cases of many men have been seriously mishandled because of lack of knowledge and/or lack of interest by the PN or YN in the personnel office.

Let's begin with the 1080. At the dispensary we have an HM2 who has worked as a laboratory technician for almost eight years. He graduated from lab school and was trained in clinical laboratory procedures including blood bank and was assigned an NEC of 8417 by the Bureau of Medicine and Surgery in 1958. The letter making the NEC assignment is in his service jacket. But the 1080 of November 1964 showed the man's NEC as 8412.

The alert office personnel changed the record accordingly. Correspondence with the district stated the 1080 was basically a muster sheet, and the NEC was a local determination. So his 1080 record still shows NEC 8412, which is usually obtained after 12 weeks of schooling. He had attended 60 weeks to warrant the NEC 8417.

And another sea story: In mid-November I was transferred locally. When I reported I restated my desire to reenlist three months early (on 4 December) for six years. (Note that there were three weeks to prepare the necessary paperwork.) A PN2 told me that I must give the personnel office three months' notice prior to reenlisting. After much hassle concerning the fact that my previous command had recommended me, that my new division officer had approved the date of reenlistment and the 30 days' leave and that my physical had already been scheduled and completed before 2 December he finally consented to allow me to reenlist.

At the time I noted my record did not show my NEC of 8442, so I asked the PNC if he would mind verifying this. He informed me all NEC changes must be requested by the department

head or division officer. I showed the chief the page 4 and 13 entry regarding my completion of school, and was curtly told to have my division officer request the NEC.

I had been transferred to this command supposedly because I possessed the NEC in question.

Additional negotiations with the PN2 accidentally revealed he had scheduled two other men for reenlisting on the 4th, so he arbitrarily reset the date to the 9th for me. ("Mondays are always bad, and the paperwork would be typed on the 8th.") I volunteered to do the paperwork, and reaffirmed the date of the 4th. His next comment was that I couldn't reenlist three months early as I had a four-year extension in my record. After he checked the *BuPers Manual* we finally came to an agreement.

I then inquired if we had time to request reenlistment incentive. The PN announced I was not eligible because I had not been on board the command for one year, and produced an instruction to back up the statement. I invited his attention to a subsequent paragraph where it was stated that in such a case the incentive would be held in abeyance until the man had completed one year aboard.

He then told me it would take six to eight weeks to obtain approval for the desired incentive, so I waived this.

On the first of December I was called to the personnel office to sign the papers. Having gained a certain limited insight into the operation of the department I decided to verify the new and old pages of my service record and contract. I discovered several gross errors which could not only have cost me money, but also loss of points toward my multiple.

So all naval personnel should have blind faith in personnel men? Sure!—A. R. D., HM1, USN.

• The essence of A. R. D.'s letter seems not so much to criticize personnelmen as to point out a case when he came out fine, by simply being aware of what was transpiring.

There seem to be two kinds of mistakes: Those caused by human error and those brought about by negligence or lack of interest. In either case it behooves the man concerned to catch the error (if he can) and come up with the right information. It's a point of simple self-preservation, not a challenge to the authority and proficiency of the PN. See below—Ed.

• Let's recapitulate.

As you can see, reaction has been mixed. Those personnelmen who support the stand of T. A. M. view the problem as it affects their jobs; other personnelmen—a larger proportion, in-

cidentally, who wrote in—disagree with T. A. M., and recognize the concern and interest of the man who is sweating out his rotation date and other career matters.

It might be of interest to note that those who support T. A. M. each used a similar analogy: Should they, they say, watch the cook measure the paprika, demand to check their pay account each month, and inspect the engine room? Why then, they imply, should crew members want to understand the workings of the personnel office?

This parallel seems to be a little forced. It just happens that in each of the activities cited above, rigorous measures are taken to ensure that performance meet certain minimum standards. "Navy Regulations" has a few terse words to say on each of these subjects.

The personnelman has a mighty important—and rewarding—job. He is dealing with personnel, individual people. But if he makes a mistake, or fails to act when he should, the individual concerned is the major sufferer (granted, the Navy suffers in the long run).

This, probably, is the crux of the problem. No matter how carefully the "Enlisted Transfer Manual," the "BuPers Manual" and career directives may be written, the responsibility of implementing these manuals and instructions rests upon the man in the office. It is evident from the letters we have received that most personnelmen are sincerely concerned with doing the very best job they can, and serving the men of their ship or station to the best of their ability.

However, the attitude implied by a few is that the men they deal with must be petitioners, seeking favors.

The writers have many interesting comments to offer, pro and con. It makes one stop and wonder, though, when someone refers to my "Enlisted Transfer Manual," and says "I don't like to have these guys standing around my counter every month." Another example of this same kind of thinking may be found in the reference to "my best PN3."

It's been some time since ALL HANDS has had such a flood of correspondence from one item in the "letters to the editor" section. We tried to analyze the reason for it, and we came up with not one but several.

First of all, as we said before, one of the important billets in any ship or station, not only from the standpoint of personnel efficiency but also of morale, is that of the personnelman. The same can be said for the ship's or unit's yeomen. With the personnel officer, they are involved in a seemingly endless stream of paperwork, but what they are really doing is dealing with (and for)

people. The job they perform, and the way they perform it—their speed, their efficiency, their know-how, and their understanding—means a great deal to their shipmates.

The number of letters received, not only from personnelmen but from their shipmates, points up the interest of the entire crew in their work. The PNs can accept this interest with a great deal of pride in themselves and the significance of their duties. They put in a lot of time, often after hours, as demonstrated in the foregoing correspondence. The overwhelming majority of PNs recognize the legitimate interest a man has about those matters which concern him such as advancement, rotation, leave, etc. The Navy grants a man leave, assigns him to shore duty, or advances him in rate; the PN plays a role in these matters as the instrument by which this is achieved.

The recommendation that crew members check their own records doesn't mean that all personnel offices are going to be (or should be) swamped with hordes of ignorant, misinformed individuals demanding to know the meaning of every NavPers form. Obviously the only reason a crewmember has for turning up at the personnel office is to make a legitimate inquiry, or to straighten out a problem, or to check on a matter that really concerns or puzzles him.

If you will go back to the original article in ALL HANDS, you will find this statement: "For example, if you are not being considered for reassignment under Seavey, you may find out why . . ."

In other words, as one example, if you are eligible for Seavey and haven't been so notified, you'll want to find out why. Or if you have a question on training and advancement requirements, you may want to talk to the PN or YN in the training or personnel office, depending on your ship.

It may not be convenient for them to talk with you at the time you appear, and chances are you may be asked to return at a later date. Or, as D. E. D. suggests, a training program might be set up on specialized personnel matters that would answer a lot of questions before they are asked.

G. R. R. suggests starting a daily article in the Plan of the Day publicizing many different programs and answering questions that are widely asked. A column in the ship's newspaper could also achieve good results.

There are a number of other good ideas voiced by writers who have taken time to comment on this subject. The fact that they have written in, pro and con, indicates the extent of the interest they have in their jobs. They all deserve a pat on the back from the Fleet.—Ed.

TAFFRAIL TALK

THE FOLLOWING REPORT was forwarded to ALL HANDS from the U. S. Second Fleet. It is sure to be of interest to Navymen stationed everywhere, ashore and afloat.

The U. S. Second Fleet—one of the nation's four numbered fleets—has a fresh approach for some old problems affecting 81,000 people in Navy families along the East Coast.

It consists of two-platooning the Fleet. The Fleet is divided into two parts, with Blue and Gold titles used to describe them.

The concept will:

- Allow firmer long-range planning.
- Allow the ships of either task group to become more of a team.
- Allow better cross-servicing between ship types.
- Allow time to be spent more efficiently at sea and in port.
- Allow more effective training with less time actually at sea.
- Allow more effective use of training services available.
- Allow predictable time in home ports with families.
- Allow more dependable leave periods.
- Allow more Fleet personnel to attend service schools.
- Allow more individual planning.
- Allow more relaxed readiness posture for non-duty group in port.

And this is just a start. The Second Fleet Blue/Gold operation is evolving rapidly and the over-all concept is improving.

One of the important factors of the Blue/Gold operation's success to date has been cooperation from the two type commanders who provide the Second Fleet with most of its ships. The two—Commander Naval Air Force, Atlantic and Commander Cruiser-Destroyer Force, Atlantic—assisted in the concept's initial planning and have provided additional suggestions, which, when combined with actual Blue/Gold operational experience, have led to refinements of the concept.

Chief of Naval Operations, Admiral David L. McDonald says men aboard Atlantic Fleet aircraft carriers have averaged 72 nights a year at home during the last four years. The same can be said for many of the personnel of other ships that normally spend one-third of their time overseas with the Sixth Fleet.

Under the new plan, the half of the Fleet scheduled as the "duty group" will handle all sea assignments, and all port visits away from home port. These ships will be scheduled as a single task group, even though they may be widely dispersed.

This way, task group commanders, with the aid of unit commanders, can plan exercises and coordinate services.

The operating group will normally assume a duty status on Friday and sail, if scheduled to do so, not earlier than the following Monday. They will return to their home port on or before the Friday at the end of the third week of their three-week duty period. Actual operating time during this three-week duty period may vary from a few days to as much as three weeks, depending on training requirements and other commitments.

The other group takes over the duty at the end of the three weeks. The in-port group has more uninterrupted upkeep time, leave, liberty, training and school time and a predictable period in port.

The units of the in-port group remain in their home ports (Boston, Mass.; Newport, R. I.; Norfolk, Va.; Charleston, S. C. and Mayport, Fla).

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

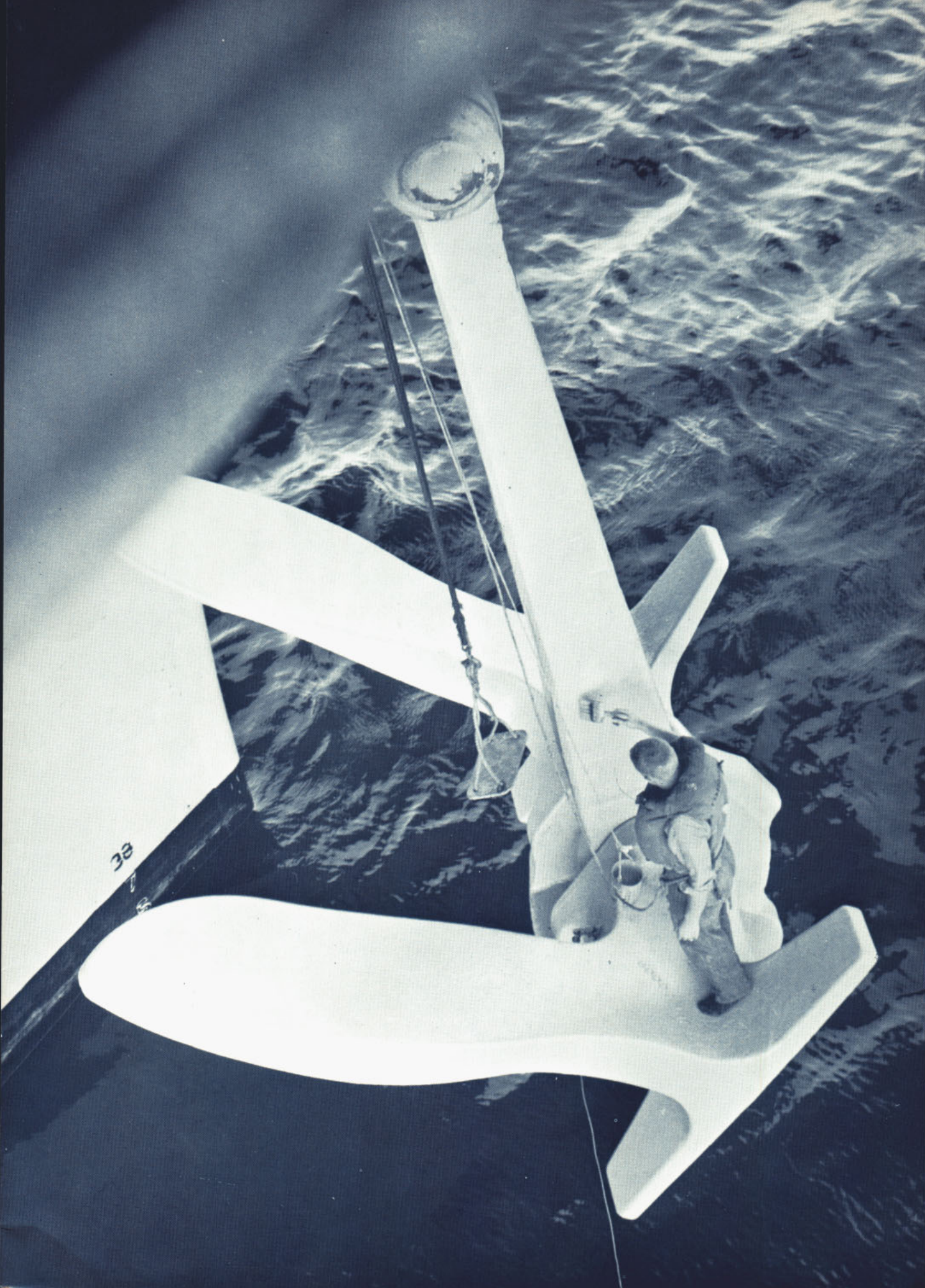
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ANSWERS TO QUIZ AWEIGH

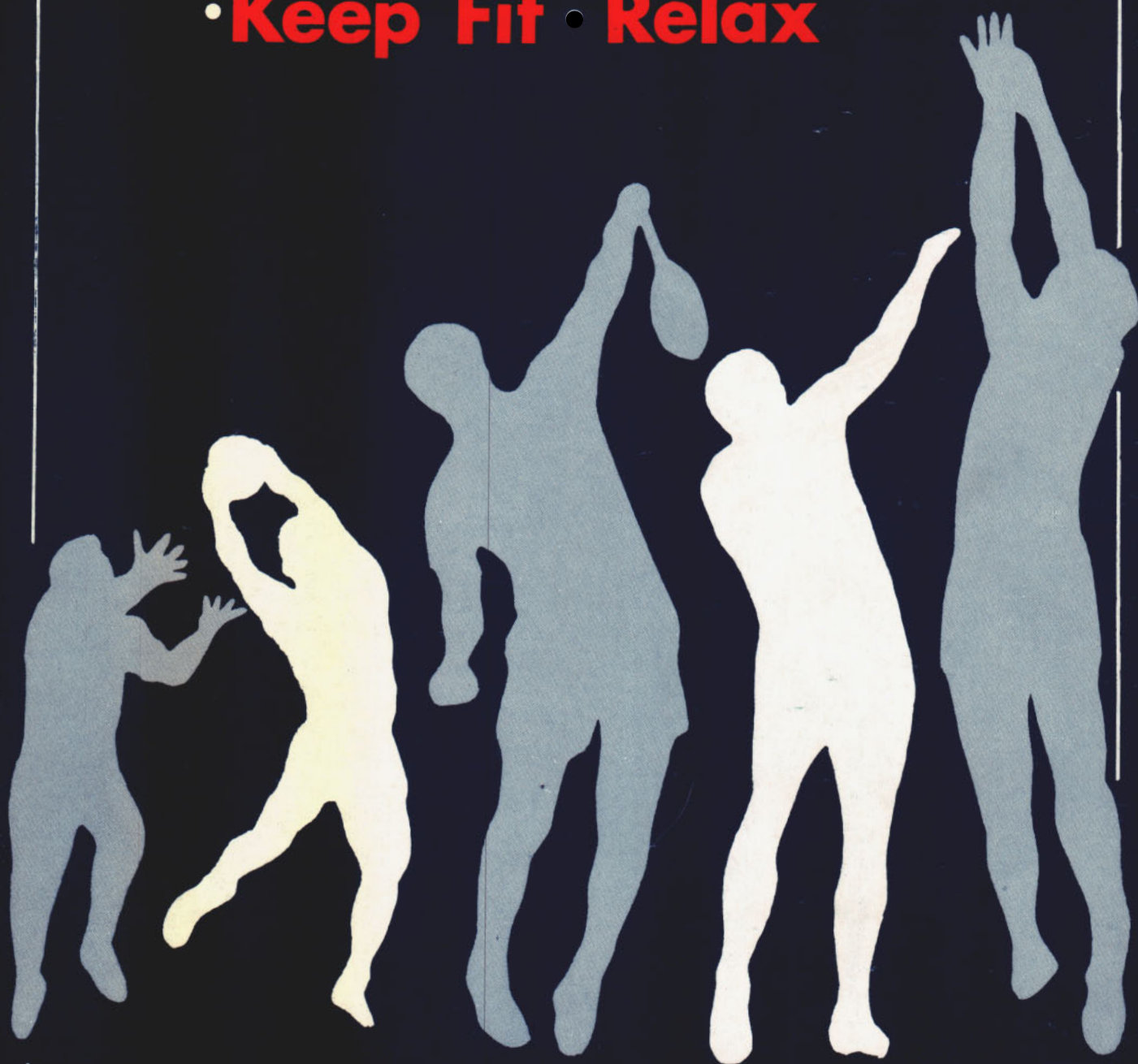
(Quiz Aweigh may be found on page 53.)

1. Rear Admiral Alfred T. Mahan.
2. Admiral Marc Andrew Mitscher.
3. Admiral David Farragut.
4. Captain Matthew Fontaine Maury.
5. William D. Leahy.

• **AT RIGHT: ANCHOR MAN**—A member of the deck gang of attack aircraft carrier USS Saratoga (CVA 60) applies a bright new coat of protective paint to the carrier's starboard anchor.



How To
• Keep Fit • Relax



SPORTS